

CYCLE NEWS®

America's weekly motorcycle newspaper

September 25, 1996: Number 38

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Riding Honda's CBR1100 XX

How good is it?



CATALUNYAN GRAND PRIX

Checa wins, but Doohan takes third World Championship



**PLUS: Atherton rolls on in Eldora
Half Mile; Aaron Slight
interview; riding Elf's 500cc
GP bike, and more...**



TIME DATED MATERIAL MAILED SEPTEMBER 17, 1996

Roberts and Yamaha to part

Kenny Roberts, who has been strongly affiliated with Yamaha for more than 25 years, will be splitting from the factory at the end of the year to pursue his own 500cc project, a source close to the team said at the Catalunya Grand Prix on September 14.

The split between the man who had won two AMA Grand National Championships and three 500cc World Championships as a rider, and three more 500cc titles as a team owner, and the factory which he's been teamed with since his junior year as a dirt tracker, has been expected for weeks now.

"Obviously, there's a lot of speculation that's been put into gear by their management and my management," Roberts said, neither confirming nor denying the split. "Officially, I probably won't be making any announcement until everything is done."

Roberts said he didn't know the time frame.

For years Roberts has been critical of Yamaha and it may finally have taken its toll. The management that was in place when he started is long gone and the new regime takes a different approach to racing than he would like. They may also have been upset that he was proceeding with an engine of his own.

Though he was non-committal, Roberts did sound like a man on the verge of a breakup.

"If I was going to leave, it would be because their direction and my direction have ceased to be the same," he said. "It'll be a mutual thing and everybody will be happy. This year we didn't see eye to eye. Last year the negotiations were not so good. It's like a marriage. We've been married a long time and after a while you're like wallpaper. Staying with Yamaha would be good for my golf game. If I really ran a racing team like they want, I'd fire all the engineering staff and just go to the races. All week I could play golf. I don't want to do it like that."

All Roberts would say about his future is that Marlboro, his current main sponsor, as well as his other technical sponsors, would be involved.

"I don't move my foot without talking to my major sponsor or any other sponsor," Roberts said. "I don't do it without their financial backing or wisdom."

The split also confirms what many have long thought to be the reason he moved his shop from Barcelona to Bainbury, England, the heart of Formula One racing country: He is building his own motorcycle. Various leaks from his team and Tom Walkinshaw Racing suggest that the motorcycle will have a three-cylinder engine. The configuration is no surprise since it was the Honda three-cylinder of Freddie Spencer that beat him in 1983, his final championship year. At the time he was openly covetous of the machine.

The engine is known to be up and running on a dyno, though there are reports of reliability problems, which are to be expected with a clean-sheet design. The team is expected to have the bike ready for track testing in November, according to one report.

Who will ride the new bike is another unanswered question. Asked who would be involved in his future projects, Roberts said, "We're very happy with Jean-Michel (Bayle) and (Kenny Roberts) Junior and very happy with Norick (Norifumi Abe). They're three very competitive young riders who I think in the future will be a major threat. If I split with Yamaha, they (Yamaha) may keep Abe, possibly. I have no idea what they're doing."

With Wayne Rainey becoming the official Yamaha works team, and Rainey saying he would have a second rider alongside Loris Capirossi, it's a virtual certainty that Abe will move to the Rainey team.

Elevating Rainey to the number-one squad is a huge leap of faith for the factory. This year has been something less than a success for the team. They've fired former World Champion Tetsuya Harada, and Loris Capirossi's results have been disappointing. After finishing sixth in last year's 13-race championship with 108 points, Capirossi stands in 11th in this year's after 13 races with 69 points. One of the more embarrassing episodes for the team was when Capirossi ran out of gas in the Dutch Grand Prix.



Greg Zitterkopf (Kaw) scored the overall win at the AMA National Hare and Hound in Yerington, Nevada, September 15. The win was Zitterkopf's second of the series, giving him a 22-point lead over **Paul Krause** (Kaw), who finished third in Nevada. Second place went to Colorado's **Donnie Book** (Kaw) with fourth going to Dave Ondas (Kaw). Jeff Capt (Hon) rounded out the top five. With two rounds left in the series, Zitterkopf leads Krause, 124-92 with Ty Davis, who didn't compete in Nevada, two points behind Krause.

Ty Davis (Kaw) made his choice to ride the National Enduro in London, Kentucky, instead of the National Hare & Hound in Nevada pay off as the defending enduro champ scored the overall win over **Mike Lafferty** (KTM), **Randy Hawkins** (Suz), Tim Taber (Hon) and Harvey Whitaker (Hon). With only two rounds remaining in the series - and with both throwaways factored in (the best seven of nine rounds are counted) -

Davis and Hawkins are tied for the lead with 136 points.

Scott Summers (Hon) was the overall winner at the AMA Grand National Cross Country Championship Series round in Fairmont, West Virginia, September 12. **Doug Blackwell** (Yam) finished second with third place going to **Brian Keegan** (Yam). Rounding out the top five were Frank Keegan (Yam) and Jason Dahners (KTM). A number of title contenders registered DNFs, including defending champ Scott Plessinger (KTM), Fred Andrews (Yam) and Steve Hatch (Suz).

Jamie Whitham (Yam) won both races in round eight of the British Superbike Championship at Mallory Park, September 15, moving in front of his teammate Niall Mackenzie in the championship point standings. Mackenzie finished third and second in the two races and now trails Whitham by nine points with two rounds remaining.

Peter Goddard (Suz) clinched the 1996 Australian Superbike Championship at the fifth and final round of the series in Mallala, South Australia, September 15. Goddard finished third behind Martin Craggill (Kaw) and Benn Archibald (Duc) in the first leg and topped Damon Buckmaster (Kaw) and Craggill to win the second race.

Angelle Seeling (Suz) became the first woman in NHRA history to win a National event in the Pro Stock Motorcycle division when she defeated **Dave Schultz** (Suz) with a 7.373-second, 178-mph run in the NHRA Pioneer Keystone Nationals, held in Reading, Pennsylvania, September 15. Schultz continues to lead the championship point standings over John Myers, 990-930, with two rounds remaining in the 12-race series.

Willie Price (H-D) rebounded from a horrible previous round to claim the 800cc-class win at the AMA National Championship Hillclimb in Middlebury, Indiana, September 15. Points leader **Lou Gerencer** (H-D) finished second in front of **Bob Castledine** (H-D), who rebounded from his 13th place in the first round. In the 540cc class, **Paul Pinsonnault** (Hon) may have delivered the knockout punch in the 1996 title chase as he took his third win of the season, while his main title challenger, David Watson (Hon), finished a lowly ninth. **Scott McNeely** (Hon) finished second, with **Mike Pulver** (Hon) third.

Texan **Kevin Schwantz** is scheduled to drive a super kart in a support race for the Australian Grand Prix at Eastern Creek, October 18-20, reports *Cycle News* contributor Darryl Flack. The 1993 500cc World Champion will be in Australia to compete in the 1997 Australian NASCAR Championship which kicks off the week before the Australian GP.

Mike Brown (Hon) won all four Pro motos to claim overall wins in the 125 and 250cc Pro classes during the opening round of the AMA Fall Classic MX Series at Birch Creek MX Park in Danville, Virginia, September 15. Brown topped Brock Sellards (Kaw) and Barry Carsten (Suz) in the 125cc Pro division, and finished ahead of Todd DeHoop (Suz) and Keith Bowen (KTM) in the 250cc ranks. **Mike Young** (Hbg) claimed the overall win in the opening round of the AMA Eastern National Four-Stroke Motocross Series, which was held in conjunction with the Fall Classic. Bowen (KTM) finished second while **Larry Gessner** (Hbg) was third.

Tom Norton (Yam) won the NETRA Stateline Hare Scrambles in Boyntonville, New York, September 15. Second went to **Josh McLevy** (Hon), followed by **Todd Levesque** (Yam), Scott Phelps (Yam) and Dave Gunn (KTM).

During his television commentary of the Catalunya Grand Prix on September 15, **Barry Sheene** reported that his young protégé **Garry McCoy** will have access to two Honda NSR500 V-twins in 1997, courtesy of his current 125cc GP team, the Italy-based Scuderia Alta. McCoy finished second in the Catalunya 125cc Grand Prix, his best result in a disappointing 1996 season.

Speaking of Sheene, the former 500cc World Champion will appear with **Carl Fogarty** during the Gold Cup International road race in Scarborough, England, September 20-22. The pair will complete a number of exhibition laps on

the 2.5-mile Olivers Mount circuit to celebrate 50 years of racing at the infamous track. Fogarty will ride his Castrol Honda RC45 with Sheene expected to ride a Suzuki RG500. The pair will be joined by Giacomo Agostini, Phil Read and local favorite Mick Grant.

Kyle Lewis was awarded a \$500 check from Hatch Gloves at the AMA Motocross National Championship finale at Steel City Raceway for being the top finishing privateer in the series for 1996. Lewis finished the season as the sixth-ranked rider in the 250cc National MX Championship.

More than 700 motorcyclists raised a record \$104,000 for pediatric brain tumor research in the fifth annual **Ride For Kids**, held on September 15. The ride started in Columbia, Maryland, and concluded at Mount Saint Mary's College in Emmitsburg, Maryland.

Former AMA Grand National Champion **Mark Brelsford** is a confirmed entry for the Team Obsolete Del Mar Road Race, scheduled for October 10-11 at the Del Mar Fairgrounds in Del Mar, California. Brelsford will race an ex-factory Harley-Davidson XR750. Brelsford also will attend the AMA Heritage Foundation Banquet on October 11. Tickets are still available for the banquet. For more information, call 800/711-3872. For an entry fee of \$15, vintage motorcycle owners will get the opportunity to tour the Del Mar road race circuit as part of a Vintage Parade on October 11.

Shawn Morgan and **Brad Woolsey** will team with current AMA Arenacross National Champion Jimmy Gaddis for the 1997 PJ1 National Arenacross Series. The team will ride Kawasakis and will be managed by McGrath Motorsports of Elgin, Illinois.

Tickets for the **GFI Lake Elsinore Saturday Night Concert**, featuring Robbie Knivel, the Jason Bonham Band, a fireworks show and Wheelie King Doug Domokos, are now on sale for the November 9 show. For ticket information, call Diamond Stadium in Lake Elsinore, California, at 909/245-4487. For information on the Elsinore Grand Prix, call 909/653-4042.

The **GFI \$10,000 Supercross Invitational and Winter Series Warmup** will be held on January 4, 1997, at Perris Raceway in Perris, California.

This issue of *Cycle News* will mark the one-year anniversary of *Cycle News Online*. In addition to selected articles and departments from the current weekly printed issue of *Cycle News*, *Cycle News Online* also contains the complete 1996 Buyer's Guide, complete listings of broadcast times for all motorcycle racing in the United States, and a complete archive section of past online articles. Response to the online service has been enthusiastic with *Cycle News Online* now receiving some 48,000 hits per day from 56 different countries around the world. *Cycle News Online* is at the following address: <http://www.cyclenews.com>.

The infield section of the 1.51-mile road course at **Phoenix International Raceway** in Phoenix, Arizona, will be completely repaved and graded, according to a press release from the race track. "The new surface is going to make things easier for the motorcycles and sports cars that rely on our infield road course," said track owner and president Emmett "Buddy" Jobe. "In the past few

years, it wasn't unusual to see racers taking different lines through the corners to avoid certain bumps. Some of the bumps really played havoc with the motorcycle racers." An AMA Superbike National Championship round will be held at the facility on February 14-16, 1997, titled the Cruise America Arizona Superbike Challenge presented by Honda.

The **Second Annual AHRMA Vintage Short Track** has been moved from Barona Speedway in Ramona, California, to the Del Mar Fairgrounds Horse Arena in Del Mar, California. The race will be held on Friday night, October 11. For more information, call 619/277-2743.

Multi-time AMA Supercross and National Motocross Champion **Jeremy McGrath** will kick off the 25th anniversary celebration for the **California Off-Highway Motor Vehicle Recreation Division** on Saturday, October 5. McGrath will perform a demonstration ride with other leading motocross riders at the Quail Canyon MX at the Hungry Valley State Vehicle Recreation Area in Gorman, California.

The U.S. Women's Motocross League has announced that the **1996 AMA Ladies World Cup Motocross Championships** will be held on December 27-30 at Glen Helen Raceway in San Bernardino, California. For more information, call Debbie Mathews (west) at 714/837-3374 or Star Hughes (east) at 410/760-9528.

Suspension by Jake is now accepting support resumes for the 1997 racing season. Send them to Suspension by Jake, 752 N. Euclid St., La Habra, CA 90631.

The two AMA Grand National Championship events held at the **Springfield Mile** over the Labor Day Weekend are scheduled to air on both the Prime and Speedvision networks. Larry Maiers and Bill Werner will commentate with former Grand National racer Larry Pegram making his debut as a pit reporter. The two races will air on Speedvision on Friday, September 20, at 9 p.m. Eastern. The one-hour show will be repeated on Saturday, September 20, at 1 a.m. Eastern; September 29 at 8 p.m.; September 30 at 1 p.m. and October 1 at 1 a.m. The Sunday race will air on Prime Network on Thursday, December 5, at 1 and 9 p.m. Eastern. Check your local listings.

For a \$50 contribution, you can talk dirt with motocross legend **Roger DeCoster** at the Key West Yacht Club in Key West, Florida, on October 19 at 7:30 p.m. The night will feature music and food with the proceeds benefiting the Suzuki Dream Team, a drug-prevention program. For more information, call 305/292-5016.

The second round of the **International Supercross Series** has been moved from Franklin Quest Field to the Jordan River State Park in Salt Lake City, Utah, on September 27-29. For more information, call 801/972-5074 or 714/490-8080.

Road racers interested in competing in the inaugural AMA Superbike National Championship event at the new **Las Vegas Motor Speedway**, October 4-6, must hold an AMA professional road race license and complete applications must be submitted to the AMA Pro Racing office prior to the event. Applications will not be accepted at the race track. For more information, call 614/891-2425.

EBC Brakes road race rep **Garry Gallagher** had his Honda Cub motorcycle stolen from the pit area at the recent NASB Pocono Cycle Festival. Gallagher is offering a cash reward for the return of the "EBC Brakes Cub." For more information, call Gallagher at 206/485-7610.

Three of the top mechanics in the AMA Grand National Championship - Skip Eaken, Craig Rogers and Tommy Cummings - were presented the **ESAB Mechanic on the Mile** award at the DuQuoin Mile on August 18 and the twin Springfield Miles on Labor Day. Each mechanic was awarded with an ESAB Purox Trademaster professional welding and cutting oxy-fuel outfit plus a custom hat and jacket.

Dirt tracker **Will Davis** was awarded the \$2000 Dayco Bonus Challenge mid-season award on August 17. Rich King and Steve Morehead took home the second and third-place midseason payouts of \$1500 and \$1000, respectively.

The **AMA California State MX Championship** will be held on October 19-20 at Glen Helen Raceway in San Bernardino, California. The championship will feature Open, 250cc, 125cc, 80cc, 60cc, Vets, Seniors and Pee Wees for those who have competed in one of three qualifying races. For more information, call 909/880-3090.

1997 Kawasaki standard spied

Kawasaki is set to reattack the big-bore standard class with an all-new motorcycle designed to compete head-on with the much-touted Suzuki Bandit 1200. Called the ZRX1100, the bike is set to be introduced as a 1997 model, though it probably won't be available in the United States until 1998.

The liquid-cooled engine is based upon the one found in the GPZ1100, though it has been reworked to deliver more midrange power. It is said to produce roughly 120 horsepower at 9,500 rpm. The most interesting feature with regard to the chassis is the braced aluminum-tube swingarm (fitted with a wide, 5.5-inch rear wheel), though the rest of the chassis appears to be pretty standard stuff. The twin rear shocks are fully adjustable (spring preload, compression and rebound damping) as is the conventional fork. Wet weight is expected to be in the 500-pound range.

While the styling is retro superbike all the way down to its bikini fairing, braking is right in line with the latest trend: stopping chores at the front will be handled by a pair of six-piston calipers putting the squeeze on floating discs. Price in Germany is expected to be below \$13,500.



PHOTO BY JURGEN GASSENER

The **1996 Vegas to Reno** off-road race, called the longest off-road race in America, will be aired on ESPN on October 3, at 9 p.m. Pacific.

The Best in the Desert Racing Association's **Tonapah 300 Championship Team Race** will take place on Saturday, September 21, in Tonapah, Nevada. On Friday, September 20, promoter Casey Folks has scheduled an autograph session with Team Green's Ty Davis, Larry Roeseler, Greg Zitterkopf, Dave Ondas and Paul Krause, Team KTM's Jim Gray, Nick Pearson and Destry Abbott, and Team Honda's Johnny Campbell and Jeff Capt. The session will be held at the Station House Hotel in Tonapah from 4 to 6 p.m. In addition, from 6 to 7 p.m., Davis and Roeseler will be hosting a riding class out of the Team Green hauler in the parking lot of the Station House Hotel.

BORN: Erin Nicole Gaddis, to AMA Arenacross National Champion Jimmy Gaddis and his wife, Tammy, September 7 in Las Vegas, Nevada.

ELECTED: Tim Buche as president of the Motorcycle Industry Council. Buche replaces the recently retired Alan Isley.

MOVED: Allredy Canopies, to 711 W. 17th Street, Suite D-11, Costa Mesa, CA 92627. The phone number is unchanged at 714/631-7233.

RESIGNED: John Garner, as editor of CityBike Magazine, effective September 1. For more information, call 510/481-3977.

OPENED: Smith Eyewear's home page on the World Wide Web. The site can be found at the following address: <http://www.smithsport.com>.

AUTOGRAPH SIGNING: At Harley-Davidson of Sacramento in Sacramento, California, on Friday, September 27, from 7 to 9 p.m. Team Harley-Davidson's Scott Parker and Harley-Davidson of Sacramento's Joe Kopp are scheduled to attend. For more information, call 916/929-4680.

AUTOGRAPH SIGNING: At Pit Pro Cycles in Newhall, California, on Sunday, September 29, from 5 to 7 p.m. Team Honda of Troy's Mike Kiedrowski, Casey Lytle and Eric Kehoe are scheduled to attend. For more information, call 805/255-5101. **CN**

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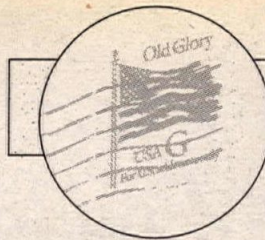
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VOICES

Letters to the editor

I also feel motivated to respond to this article ("Batey the Best," Issue #36, September 11) because I have built many (in excess of 10 Honda CBR900 stroker engines), one of which we used in the Sportrider UFO test in 1995, to run over 200 mph with and this same motorcycle (with 8000 street miles) to this day has never been apart and has never had any crankshaft-related problems.

Jack O'Malley
Orient Express Racing
Freeport, NY

Falcon's response

I am writing this in reply to the accusations Mr. LaBelle has made about my company and its products ("Batey the Best," Issue #36, September 11). Unfortunately, Mr. LaBelle has chosen to attack me in a forum where I could not immediately reply, hence this letter.

My company is known worldwide for giving the best quality and service possible and 99.9 percent of our customers will attest to that. We go so far as to refuse jobs if we think they will not work successfully. We do as much as we can with the alloy that we are given. It is stupid to think that of all the O.E.M. Honda CBR900 cranks that we've stroked successfully, the only two to ever fail were carefully planned to be shipped to Mr. LaBelle.

Do the words "over-rev" mean anything to you, Mr. LaBelle? Sure we told you "that's racing," and refused to refund your money... you abused the hell out of those cranks - it's a wonder they lasted as long as they did. I wish the whole story would have been told regarding the outside heat treatment of your future crank. Fortunately, for the rest of my customers, the whole world does not revolve around your racing effort. The whole world revolves around all my customers' racing efforts and we

schedule our work in the order that it is received. When we would stop all production and put Mr. LaBelle ahead of all our other customers, he chose to abuse rather than wait a few days for us to try to work his job in and accommodate him with a heat-treating source other than ourselves.

I probably should not have wasted the time to reply to Mr. LaBelle's shallow accusations since we are blessed with the best customers in the world and I know they appreciate all the effort my men and I put into each job.

Tom Falcon
Clearwater, FL

Falcon is the president of Falcon Performance Engineering... Editor.

Sign Russell

I'm writing in response to the "In The Paddock" column by Michael Scott (Issue #36, September 11). I really enjoyed the piece on Scott Russell. Even though there has been a lot of controversy over the way he left Muzzy Kawasaki, I think it was for the best.

As for his results this season, they're pretty good for a guy who just came off a superbike and threw a leg over the unfamiliar Suzuki 500 rocket. I hope Lucky Strike Suzuki will renew his contract for next season because he's just the man from America to give Doohan some company.

Kevin Henriques
Lancaster, CA

Apology

To everybody who spent his or her time, effort and money to go to the open house at the Portland Off-Road Center, I would like to respond to you. I have always taken time to spend it with the fans of the motocross world, especially my fans. I certainly in no way wanted to disappoint anybody by not showing up for the autograph session since it is one of the only ways to spend time with your fans.

On the Thursday before the Washougal National, I spent a little extra time testing my bike during an afternoon practice session at the Washougal Motocross Park. During the drive to the hotel to get ready for the autograph session, I was delayed by a traffic accident. By the time I was able to get through the accident, the autograph session had

already finished. I can't control time and I was simply unable to make it.

I apologize to everyone and hope you don't hold this against me. I am sending autographed posters to the Portland Off-Road Center for everyone who would still like to have one. I hope I can make it up to you next year.

Jimmy Button
Phoenix, AZ

Dirt track dilemma

I recently read the article in the September 4 issue of *Cycle News* about the demise of professional dirt track racing. The AMA and PRMROG are going to put their heads together and figure out the problem. Well, what needs to happen is someone needs to bounce their heads together to wake them up. The reason dirt track racing is dying is because Amateur dirt track racing is all but dead. Any sport's popularity hinges on how much the general public knows about the sport on a first-hand basis. People love football, baseball, basketball, etc., because we all played them as kids and we understand them.

I was lucky enough to be part of an era of race tracks in Oklahoma and Texas that produced Freddie Spencer, Terry Poovey, Ronnie Jones, Mike Kidd and Bubba Shobert and many other excellent riders. These guys didn't start out as professionals, they learned dirt tracking on race tracks near their homes. I personally plan to build a short track in Oklahoma to try and revive dirt tracking here. Professional dirt tracking can only survive and gain popularity if Amateur riders are involved in the sport. We need many more Amateur dirt tracks and we need manufacturers that produce small, race-ready dirt track machines the kids can learn on.

Blane Fore
Ardmore, OK

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ON THE FRONT COVER

Michael Doohan didn't win the Catalunyan GP, but his second place was good enough to bring him his second World title. The race win went to Carlos Checa. Inset: Riding the 1997 Honda CBR1100 XX. Photos by Gold & Goose.

MIKE LAFFERTY

LANCE SMAIL

GIOVANNI SALA

SHAYNE KING

IT'S BEEN A GOOD YEAR UNLESS YOU WERE RIDING ANYTHING OTHER THAN A KTM.

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Checa wins, Doohan crowned



By Henny Ray Abrams
Photos by Gold & Goose

MONTMELO, SPAIN, SEPT. 15

It should come as no surprise that a Spaniard would win his home Grand Prix. What is surprising is that it was Fortuna Honda Pons' Carlos Checa, the 23-year-old Spaniard checking out early to take his first-ever 500cc GP win and lead a Honda rout of the first eight places in front of a rabid record crowd of 62,500 on a sunny day in Catalonia.

This is the same race that Checa led last year before getting pitched off the side of the machine.

"This year," Checa said, "I was able to deal with the pressure. Last year when I was leading by a similar amount with six, seven laps to go, I lost concentration. Today I was able to keep concentration. Today I passed my test as a GP rider." And with flying colors.

He not only set a new record lap, but he won the Marlboro Catalunyan Grand Prix by 6.591 seconds, averaging 98.025 mph over the 25-lap, 73.43-mile race which he completed in 44 minutes, 56.885 seconds.

The less-surprising outcome of today's 13th race of the year was Repsol Honda's Mick Doohan clinching his third consecutive World Championship, putting him in a tie with Wayne Rainey

Spaniard Carlos Checa won his first-ever 500cc Grand Prix. Fittingly the win came in his home race.

and Kenny Roberts for fifth on the championship titlist list. The 31-year-old Australian spent the race in a tense struggle with teammate Alex Criville, knowing that as long as Checa stayed in front, he could finish as low as fourth. It didn't stop Doohan from scrapping to the finish and swapping the spot with Criville twice on the final lap around the Circuito de Catalunya.

"I really didn't care if I finished third to Alex," Doohan said after becoming the first Honda rider to win three 500cc titles in succession. "As long as I wasn't any further down than fourth I was happy. Today I'm happy to finish second. Normally I'm not happy to finish second, but today I wasn't really thinking from the word go. I was thinking about trying to clinch the third championship and we did it and that makes me more than happy to not win the race."

Happy also, though less so, was third-place finisher Criville. He spent much of the race doing lurid power slides trying to keep in front of Doohan, only to discover that it didn't matter whether he was sliding or keeping his

wheels in line, his lap times didn't change. At the flag he was less than five one-hundredths behind Doohan.

"Obviously I'm not happy finishing third," Criville said. "I'd like to do better in my home Grand Prix. But I'm happy to finish second in the championship."

The 26-year-old Spaniard, fourth in the world last year, moved to a secure second for 1996.

Doohan and Criville had been part of a five-rider pack much of the race, with Kanemoto Honda's Luca Cadalora part of it after having led the first two laps. After that he settled back behind the Repsol Honda pair and just in front of Marlboro Roberts Yamaha's Kenny Roberts Jr. That's where he would finish, about four-tenths behind Criville with the late-charging Repsol Honda V-twin of Tadayuki Okada taking fifth.

The fourth kept Cadalora in third in the championship with two races to go, his 149 points 15 better than Pileri Honda's Alex Barros, a fading eighth today.

In sixth place, mostly alone, was the other Honda V-twin of Shinichi Itoh, the Japanese rider taking the spot two laps from the end when Roberts crashed after using too much front brake.

"I ran into the first downhill hairpin with a bit too much speed and a bit too much brake," Roberts said after falling out of fifth place. "I was riding really hard and the bike was sliding around a lot."

His teammate, Jean-Michel Bayle, also fell, his spill coming on the 18th lap when he lost the front end after just moving into sixth place.

Seventh eventually went to Checa's senior teammate, Alberto Puig, about a second in front of Barros, who had a second on the first finishing Yamaha of Marlboro Yamaha Rainey's Loris Capirossi.

Roberts Yamaha's Norifumi Abe was 10th after running off the track on the fifth lap and spending the next 20 catching up and passing riders. His last victim was Lucky Strike Suzuki's Scott Russell, the Georgian wrestling an ill-handling bike to 11th.

Which was better than his teammate Daryl Beattie. After an absence of 14 weeks, Beattie returned, only to suffer physical problems which knocked him out of the race at about the halfway mark.

Chesterfield Aprilia's Max Biaggi continued his up-and-down late-season 250cc run, today being a resounding up after he bested the field by 10.188 seconds. This one was decided early. As soon as Biaggi's rear tire came in, he wicked it up, turned a new record lap on his fourth tour, then sped away.

Chesterfield Elf Tech 3's Olivier Jacque, who led the first five laps, tried to keep pace, only to get tossed out of the saddle when his rear tire jumped sideways. He backed off, but was able to control his spot to the end.

Third, after a furious final lap, was Biaggi's main championship rival Ralf Waldmann of HB Honda. He had to get the better of teammate Jurgen Fuchs, then Team Benetton Honda's Tohru Ukawa to take the final podium spot.

One second covered the three-four-five trio.

"Today I put a very hard tire on the rear," Biaggi said. "I needed more laps to make it hotter. For sure it was an advantage at the end of the race."

The win, along with Waldmann's third, added nine points to Biaggi's once-dwindling cushion. With two races left, Biaggi leads Waldmann, 249-228. Jacque is a distant third with 152.

"We knew in advance that this track here would favor Max (Biaggi) and the Aprilia a lot," Waldmann said. "The next two circuits will probably be much more to my liking, so there is no reason for resignation yet."

Team UGT Europa's Tomomi Manako moved into title contention by taking his first-ever 125cc win ahead of Scuderia Alfa Bieffe's Garry McCoy. Manako took the lead for good on the 16th of 22 laps to beat McCoy to the line by 1.190 seconds.

Behind the leaders was the scrum. Six riders covered by 0.6 second, the whole pack weaving to the line with Team Krona-Aprilia's Kazuto Sakata, recovered from two practice crashes, finishing third.

With two races to go, Rheos Moleenaar Racing's Haruchika Aoki, fifth today, leads the tables from his fellow Japanese Masaki Tokudome, 175-161. Team Ditter Plastic's Tokudome was out of the race after being involved in a first-lap crash with three other riders. Manako is a point back in third.

The final round of the sidecar World Championship went to Schlossgold Racing's veteran team of Rolf Biland and Kurt Waltisperg.

Biland took over the lead on the fifth of 22 laps and cruised to an 8.578-second victory over OKM Racing's Klaus Klaffenboeck and Christian Parzer, who had led until Biland took over.

Third went to Steve Abbott Racing's Steve Abbott and Jamie Biggs, three seconds back with about six in hand on recently crowned World Champions Darren Dixon and Andy Hetherington.

The seven-round championship ends with Dixon holding 141 points, 22 more than Biland and 31 ahead of Webster.

A daring last-lap move earned Superbike Racing Team's Ruben Xaus his first Thunderbike win in the final Thunderbike race ever in front of a partisan crowd. Despite having led the most laps, he was passed by Swiss Yves Brigueot on the penultimate lap before taking it back on the final tour.

The first and only Thunderbike Championship went to Frenchman William Costes. He finished fifth today on the Honda France entry, and that was more than enough to give him a very healthy 26-point cushion in the champion. He ends the nine-race series with 146 points, 26 better than Brigueot. The series has been terminated for lack of interest, and will be replaced in 1997 by the World Cup Supersport 600, which will run with the Superbike World Championship.

250cc GRAND PRIX

It looked like this one might be a race. On the first lap, Jacque took a flyer, Biaggi took up behind him and followed



for a lap before running off the track and onto the grass on the outside of the right-handed Campsa Curve. It would be the last bit of excitement for Biaggi for the rest of the race.

Having chosen a hard Dunlop rear, Biaggi had to bide his time until the tire came in around the fourth lap. That's when he set the new lap record in pursuit of Jacque, who he passed at the end of the front straight starting the sixth.

Jacque fought back, retaking the point before losing it for good when his rear wheel slipped when he tried to mount yet another attack.

Ending the sixth lap, Biaggi had a 1.552-second lead and he added a second the next lap and some interval every one after that. At its peak, the margin was 11.026 seconds, then Biaggi slowed on the final lap and delivered the inevitable victory wheelie after his eighth win of the year.

"Jacque showed the Honda is very fast in a straight line, but maybe he's got a few problems in the corners," Biaggi said. "I'm confident for the last two races, but both Ralf (Waldmann) and I must be careful. If either of us crashes we lose the championship."

Unable to keep up with Biaggi, Jacque settled into a secure second and had better than three seconds after seven laps. The gap wouldn't expand much, but it didn't have to. No one was coming at him and he was able to take his third consecutive runner-up finish.

"I was very fast from the start, but it took about five laps before my rear tire was really hot and working well," Jacque said. "When Max (Biaggi) began to make his attack, it was very difficult to stay with him, so second was the best I could do today. It's good enough. In fact, it's a great result because it has moved me up to fourth in the championship."

The battle of the day was for third,

Michael Doohan - 1996 500cc World Champion. The Australian wrapped up his third title with a second-place finish in Spain.

and getting there was the problem. Waldmann took over on the third lap and was gradually set upon by a horde of riders, the first of whom was Nastro Azzurro Aprilia's Marcellino Lucchi, riding in place of the injured Roberto Locatelli.

The 34-year-old Italian stuck close to Waldmann until about the eighth lap when the German HB rider put about a second on him. The gap didn't change much for a few laps, then the pack, with Lucchi at the front and three others trailing, ran Waldmann down en masse. Then Lucchi's tires began to go off and Ukawa went by on the 14th lap with Lucchi gamely fighting back before losing the spot for good on the next tour and dropping back to sixth on the 17th lap.

"My goal for the race was to finish in front of Waldmann and take some points from him, and it was something I should have been able to do," Lucchi said. "Unfortunately, it did not work out like that. I had a bit of a problem with the tires because we hadn't been able to do all the testing we wanted in practice and the bike was not quite set up properly."

Waldmann was not yet safe. Now his teammate Fuchs was coming at him, along with Ukawa, and it was Fuchs who went by on the penultimate lap. Since there are no team orders, Waldmann had to fight back.

"I see yellow (the colors of their HB Honda machines) and I go half a second faster," Waldmann said before taking third. What he didn't know was that he got some unexpected help.

"I got bitten by a wasp on my shoulder," Fuchs said. "I was a bit socked for a moment. I nearly crashed and so they got by again. But to be honest, I am not sure whether I could have held them behind me until the finish anyway."

That put Fuchs back to fifth behind Ukawa, with third through fifth separated by less than a second and Lucchi ending up sixth.

Rheos Molenaar Racing's Noboatsu Aoki was a lonely seventh, then came Cristiano Migliorati on the AXO San Patrignano Honda.

500cc GRAND PRIX

The 500cc race, like its 250cc counterpart, took only a few laps to sort out, also due to tires. Kanemoto Honda's Luca Cadalora chose too hard a rear and

it was on the third lap that Checa came by. He led a string for several laps and gradually made the race his own.

By lap seven, his cushion was 1.588 seconds and it continued to grow. There was a growing expectation that something would happen: Either he would make a mistake, like last year, or his more-experienced rivals would reel him in. Neither happened.

Halfway in, Checa had over three seconds in hand and he better than doubled it at the end.

"I don't know what one should say when one wins his first Grand Prix and this happens at home and in the top class," Checa said. "It's been a tough race, whatever anyone may think with the distance that separated me from Doohan, because I've had to concentrate

Doohan rolls a seven

For the seventh time this year, Repsol Honda's Michael Doohan found himself on the pole position, turning a blisteringly fast record lap with just over three minutes to go. His best of 1:46.201/91.672 mph was over a second and a half under the standard set by Fortuna Honda Pons' Carlos Checa last year. More importantly, it was a tenth better than his teammate Alex Criville, the Spaniard on a mission to win his home Grand Prix.

But it wasn't without incident. Doohan ran up the curb toward the end of the session, though he was quick to downplay the episode.

"On the one lap I hit the curb and got a little bit squirrely," Doohan said. "But other than that there wasn't a problem. Being on the motorcycle there wasn't a problem, but from a watching point of view it looks a bit different. It actually felt a little bit worse when I was carrying a full fuel load, and that's when I was running wide and spinning up a bit more. At the end of the session, when we went to go for a start position and we carried less fuel, the bike actually felt quite good. The real last lap was when I ran up on the curb and it spun itself up and it just wound itself up in a straight line, but it wasn't a big moment really."

That Doohan was on the verge of his third championship didn't seem to be a concern. If Criville won, Doohan needed only finish second to take the title.

"Really, I just want to win races," Doohan said. "Obviously I don't have to win. There are 15 rounds in the championship."

Being on the pole turned out to be small comfort. The top seven riders were on the same second in what has turned into an increasingly competitive 500cc atmosphere. Criville missed his fifth pole by about a tenth, but didn't seem too upset since he ran into problems toward the end of qualifying.

"The only problem I had today was with the carburetion near the end of the session," said Criville, who lives not far from the track.

With a solid second in the championship in his grasp, and his ascendance to the pinnacle of the class, Criville is under some pressure to win his home Grand Prix.

"I know everyone expects me to win tomorrow and I'll do everything I can to win, but I'm not a robot," he added.

Next to Criville came the white Kanemoto Honda of Luca Cadalora. The Italian was going for a fast lap when he crashed while trying to go around the outside of Criville in the looping right-hand Repsol Curve, his first GP crash this year. The only other time he went down was during winter testing.

"I'm okay," the Italian said. "I was trying with my last new tire to get on pole again. I wasn't very close to Alex (Criville). I tried to pass him in that corner and get a clear lap. I tried too hard on the brakes and have a crash. It's not too bad when you don't get hurt."

At the far end of the front row was Carlos Checa, the young Spaniard who held the record lap until it was shattered by Doohan. He might have gone better had not a mixup over tires occurred late in timed practice. As it was, he had to settle for a time only seven-hundredths behind Cadalora.

"In the last few minutes of the session a minor chaos occurred with the tires because Michelin did not know which one of them would be the most adequate to do just a few fast laps," Checa said. "For that reason, the rider who had the chance to ride with the best without having to overcome slower riders took advantage of this situation. I think that with a bit more luck I would have lowered my best time."

The first of the Yamahas was Frenchman Jean-Michel Bayle on the Marlboro Yamaha Roberts bike. He came fifth, just off the front row after learning something about how the tires worked with the temperature down.

"It's colder than yesterday and the tires are sliding more suddenly," Bayle said. "That cost us a few minutes and some tires, so I didn't have the best possible tires on the bike at the end."

He was still able to stay in front of Pileri Honda's Alex Barros who, despite being sixth fastest, had the consolation of having the fastest motorcycle on top speed. His NSR500 went by the radar gun at 190.148 mph.

Then came Kenny Roberts Jr., who was able to knock half a second off his time in the final session, and Alberto Puig on the second Fortuna Honda Pons bike. Puig was one of the few riders who didn't improve his time and, like his teammate Checa, he was caught out by tires.

"The session has been somewhat strange because all of a sudden we had to try a tire composite which we were not familiar with, and this made for a somewhat different Saturday afternoon official testing from what we are normally used to," the Spaniard said.

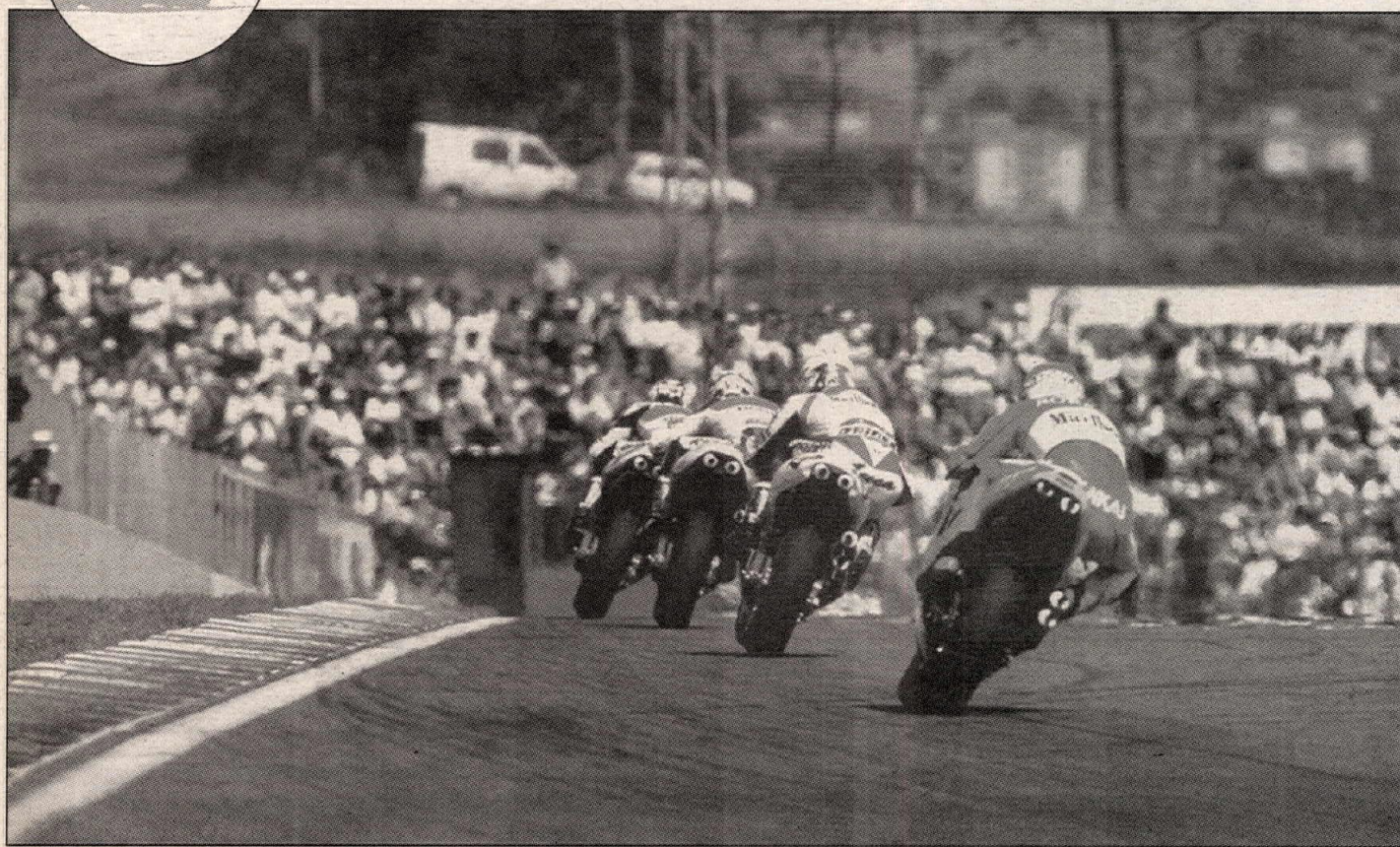
The factory Yamahas of Loris Capirossi (Marlboro Rainey) and Norifumi Abe (Marlboro Roberts) sandwiched the Repsol Honda V-twins of Tadayuki Okada and Shinichi Itoh on the third row, both Honda riders complaining of machine problems and the Yamaha pilots returning to their standard chassis after testing new ones at this race.

Lucky Strike Suzuki's Scott Russell qualified 13th, his bike handling as badly as it has all year with no relief in sight.

"I don't mind a third-row start," he said after qualifying on the fourth row. "Obviously, we're not miles away, but we're having trouble getting the bike to turn and to stop it sliding and spinning up in the middle of the corner. I was faster this morning, but not in the afternoon. That's how it went and it doesn't make me happy."

His teammate, Daryl Beattie, was only two slots away on the fourth row, the Australian making his return to racing after 14 weeks off and trying to get up to speed. He'd tested at Mugello the previous week, knowing full well that testing and racing are two different things.

"I'm the first to admit I'm down on confidence," he said.



Alex Criville, Michael Doohan, Luca Cadalora and Kenny Roberts Jr. give chase to Checa, who is already out of the picture.

Briefly...

Lucky Strike Suzuki's **Daryl Beattie** (inset) returned to racing after a 14-week absence, and the rust showed in the very first qualifying session. Beattie was 16th-fastest in a very closely bunched field. "I'm just trying to get up to speed," he said. "It's hard to adjust your eyes and your brain to how fast you're going. I go into corners and know I could have gone quicker. I must admit I thought it would be easier. I need time on the bike to close up that gap. I wanted to get saddle time before the end of this year to get ready for next season. I could have done that in private testing, but I might have kidded myself I was going fast when I wasn't. I needed to be on the track with other people." Beattie had a number of bad spills this year, the most damaging of which was a practice crash at the French GP where he broke his left arm. Normally not a complicated break, his was made so because during the winter he'd had an operation on his left arm to remove a vein and tissue, which was implanted in his leg to aid in the circulation to his toes, which never healed properly from a long-ago accident. Another reason to get back in the saddle was machine development. The Lucky Strike Suzuki RGV-500 has stagnated most of the year and Scott Russell has repeatedly asked for changes to be made. "We're probably a little bit behind in certain areas of handling and development of the bike," Beattie said. "My time coming back is to get up to speed and race with these guys and all that goes into the package for next season." Beattie qualified 16th and afterward said, "I'll have to be quick enough tomorrow so I don't get passed by Mick (Doohan) or he'll give me the finger." That never happened,

but Beattie did pull out on the 13th lap while running in 15th place. "The bike was the problem today, rather than my lack of strength in my arm. I was really fighting with the bike, and though it might have been easier if my arm was at full strength, it wouldn't have made a whole lot of difference. I got a cramp in my leg and there wasn't much point in going on."

Neither of the Elf 500s finished the race, with both **Juan Borja** and **Chris Walker** suffering from the same problem. Team owner Michel Metraux said the failures could have been caused by a bad batch of crankshaft bearings. "The failed bearing allowed the crank to move to the right and then the piston touched the spark plug," he said, adding that the team forsook their newer big-bang engines for the older, more conventional model. "Although the big-bang engine is much smoother and is better for acceleration, it is not yet so powerful as the old engine," Borja said.



The question of who will ride the **Honda NSR500V V-twin** in 1997 should be answered this week. Though it's widely assumed that current V-pilot Tadayuki Okada will return to Honda, it's not known in what capacity, and the rider for the second seat, if there even is one, has fostered widespread speculation. Honda's All-Japan Championship Superbike rider Takuma Aoki was in Barcelona, presumably to seal up a deal for 1997, but Honda

Racing Corporation boss Takeshi Shinizaki was non-committal. At a press conference to announce the signing of a two-year extension of the pact between Repsol and Honda, he said, "According to HRC, Mr. Aoki can race in the GPs next year. That's all!" Mr. Shinizaki went on to say there would only be one works V-twin raced next year. The current thinking has Aoki

on the V-twin with Okada moving up to a V-four, and Shinichi Itoh getting the boot. Another scenario has Okada staying on the twin and Aoki going straight to the V-four. The decision is expected to be announced in Barcelona in the middle of the week. A number of high-level Honda officials are expected to be in Barcelona to launch a new single-cylinder off-road bike. One sign that Shinichi Itoh doesn't think he'll be back is that he is advertising his motorhome for sale.

As for the **production Honda V-twins**, the deadline for ordering them for 1997 has passed with 10 being ordered, according to an HRC crew chief.

Depending on who you listen to at Honda, you can get varying accounts of the company's plans for next year. One HRC employee said that the Repsol Honda team would have two NSR500 V-fours, for **Michael Doohan** and **Alex Criville**, and one NSR500V V-twin. He also said there would be a second Benetton-sponsored team run by **Giacomo Agostini** with one V-four and one NSR250. Yet another said that the Benetton deal was dead and that Agostini would be running a Ducati World Superbike team for John Kocinski. Of the two scenarios, the former is considered more likely.

Erion Racing's **Andrew Stroud** replaced the injured James Haydon for the Catalunyan race on the World Championship Motorsports Yamaha. Haydon crashed at Imola, breaking the fibula near his ankle. He could have returned for the Barcelona race, but since he isn't racing for the championship and doesn't often finish in the points, it was decided to let him recover in time for the next GP in Brazil on October 6. Stroud crashed out of the race on the 10th lap while in 19th place when he lost the front end in one of the hairpins. Haydon may return in Brazil.

Absent from the GPs since the end of 1994, Ducati's **John Kocinski** returned at the Catalunyan GP to talk with former colleagues and spectate at Dirt Track USA, the Friday and Saturday night dirt track races on the grounds of the Kenny Roberts Training Ranch (KRTR). Kocinski, who said he trains at the facility, was non-committal about his plans for next year, other than to say that he has been assured of a Ducati factory ride by the Castiglioni brothers, who are part-owners of Ducati/Cagiva. This despite the Italian marque's recent signing of Carl Fogarty and its commitment to Brit Neil Hodgson for another year. Kocinski said he also was contemplating taking another year off, then returning in 1998.

very hard not to make any mistakes. From the blackboard (pit signal) I could see the gap getting bigger, but I did not lower my pace to keep my concentration. I think this is the beginning of a new phase for me where a lot will be expected of me and I think I like that."

A lot was expected of his fellow countryman Criville, especially on this day. Having qualified on the front row, and needing a win, basically, to keep his championship hopes alive, Criville was a man on a mission. Unfortunately, he had to get by Doohan and Doohan was content to let Checa slip away.

"That made it a lot easier for me," Doohan said. "I knew exactly what the finishing order had to be pretty much, and if Alex was leading I had to basically finish second to clinch the championship today. When Carlos (Checa) went in front it was the best thing that could happen. Even when Luca (Cadalaria) was in front I was thinking, 'Yeah, take off.' When Carlos (Checa) got in front and took off I thought that was great, and I seen Alex (Criville) was dropping him a little bit and I got in front of Alex and slowed the pace about two or three-tenths a lap to try to keep Alex (Criville) behind me and let Carlos (Checa) get away, so it put me in a better position for the championship."

HB Honda's **Jurgen Fuchs** confirmed at Barcelona that he'd been approached by team officials to follow team orders in support of teammate and title contender Ralf Waldmann. Fuchs said he was first approached at the Austrian GP, where he replied it was more important that he guard his third place in the standings - from Chesterfield Tech-3 Honda's Olivier Jacques - than it was to give up the spot for Waldmann. In Spain he said the subject was again broached and he said he'd agree, but only if the team issued a statement saying that he was under team orders. Since team orders are illegal in GP racing, it seems highly unlikely that will happen.

In an unprecedented and hugely embarrassing move, **Wayne Rainey** replaced former 250cc World Champion Tetsuya Harada with Spaniard **Sete Gibernau** for the Catalunyan GP, and probably the rest of the year, blaming Harada's lack of motivation for the move. "It's been an up and down, probably more down, season," Rainey said at a press conference in the Marlboro hospitality unit on Friday. "It started off well, but has gone down fast. The last couple of races there were mechanical problems and motivational problems with Harada. In Imola (the previous GP), Harada pulled in the pits again. I decided to put Sete on the bike. It's just a one-race deal." But by Sunday afternoon he had a different response. "It looks as though Sete will ride for us again in Rio so that we can continue to test what we wanted to." That Gibernau would continue as the replacement rider comes as no surprise. According to International Racing Teams Association (IRTA) President Paul Butler, the change is for the rest of the season. "Each team is allowed to replace its contracted rider one time per year," Butler said, adding that he'd been contacted by Team Rainey, which informed him that it was replacing Harada with Gibernau. Asked if Gibernau would finish the season, Butler said, "He has to be. They've had their one replacement." Rainey said he wanted to try to get a result in the three races left and that he and Harada agreed on the change. "Sete will try hard. I know for a fact that Tetsuya wasn't going to do that." Rainey said that the season began to come apart for Harada in the third race of the year in Japan. "In the beginning he had what he needed. The accident Tetsuya had in Japan started his confidence loss. He went to Spain and fell off. In Tetsuya's case, he wants to race for the World Championship. When that was gone, he couldn't push any more," Rainey said.

Speculation all year long has focused on Harada's displeasure with the **Michelin** tires. "It takes a very special rider to go from Dunlop to Michelin," Rainey said. "Tetsuya has been on

That didn't really happen until the 15th lap, and by then Checa was more than four seconds in front. Doohan was never far from Criville up to that point and knew he'd be able to stay close after watching Criville slide both ends of the bike dramatically out of the Repsol Curve.

"Speaking to Alex afterwards he said you could either have it spinning or in line and the lap time was the same," Doohan said. "I felt the same thing. When he was in front, it was a lot easier to try to open the throttle a bit more and try to get away and the end result is just spinning. It was pretty spectacular behind him. It looked like he was cooking up a barbecue, basically."

Those two were joined for much of the race by Cadalora and Roberts, though neither could make a move into the podium spots. Cadalora chose a harder tire than Doohan and Criville and said he didn't have as much grip as they had through the fast turns.

"I couldn't get close enough to mount an attack," he said.

Roberts was riding smoothly at the back of the quartet after having dispatched with Barros in the opening laps. As usual, the Yamaha was down on power to the Hondas, forcing the first-year 500cc rider to work harder through the corners. It would be his undoing. It

Max Biaggi (1) leads Jurgen Fuchs (11), Oliver Jacque (19) and a host of others at the start of the 250cc Grand Prix.



didn't help that Tadayuki Okada seemed to awake from a deep sleep late in the race to mount a very effective charge.

"The last few laps I knew someone was catching me hand over fist and I knew it was a twin, so I was trying to close right up on Luca (Cadalora) so the guy couldn't get by me," Roberts said.

That's when he made the mistake in the downhill hairpin that put him on his back while he was in fifth less than two laps from the end.

"I wasn't expecting them to do well here and they were going better than I thought," team owner Kenny Roberts said. "Jean-Michel (Bayle) and Junior were having to push through the bumps

a little hard and they pushed the front."

Bayle's undoing came on the 18th lap while he was in sixth place after passing Okada.

As the end approached, Doohan and Criville continued to swap second place. Criville took it on the 23rd lap, then Doohan took it back, and Criville was out front in the first turn starting the final lap. Doohan counterattacked in the long, looping left-hand Renault Curve just as Criville's rear tire slid to the left. That gave Doohan some room, but Criville was back. Doohan then took the spot for good in the pair of left-handers halfway into the final lap.

"I wasn't quite sure how many of us there was in the battle for second,"

Doohan said. "I knew if I could get him (Checa) far enough away that we weren't going to pull him back, all I had to worry about was keeping close to Alex and that's why, basically, we were swapping back and forth. Realistically, I was catching him by not opening up the throttle so much. It just seemed to be that was it for the day. You couldn't carry any more speed. I think my front tire was a bit better than Alex's. I could roll through the turns, especially when I was behind him, a bit quicker."

"During the battle with Mick (Doohan), I wanted to beat him and be second," Criville said. "In the end, I had to settle for third, but at least I was very close to him."

Dunlops six, seven years. It was a big challenge for him. In the beginning, we had an advantage the other riders didn't have. Riders have to believe that." Rainey added that the team had a number of tests and that Michelin made many tires. "When you switch tire companies, you have to approach it as a challenge. In Tetsuya's case, maybe it was too soon," Rainey added that he didn't believe a switch to Dunlops would have made a difference. "I'm holding back a lot, for sure. He's the one riding the bike, not me. I know what it takes to keep it up in there. I felt at the end of the year it didn't exist." Sete Gibernau had previously tested the YZR in Brno and Imola, bettering Harada's race times on both outings.

Gibernau, the 23-year-old Barcelonan, has been replaced on the **AXO-San Patrignano** team by Franco Battaini, a 24-year-old Italian who was a wild card in the previous GP at Imola. Rainey admitted he was aware of that and said, "They've replaced him and we're not going to leave Sete out." Gibernau, in his rookie GP season, has scored points three times this year on the AXO-San Patrignano Honda RS250. He is the grandson of Francisco Bulto, the founder of Bultaco motorcycles, and has previously ridden for Marlboro Team Roberts in the Spanish Open 250cc series.

Gibernau qualified 16th but **retired from the race on the first lap** when his chain derailed for the second time this weekend. The same thing had happened during the timed qualifying on Saturday. "I think the problem is caused by Sete's riding style which gives a different loading on the chassis from Tetsuya (Harada)," Rainey said. "Sete likes to feel much more movement in the back than Tetsuya."

Rainey's replacing Harada with Gibernau came as a complete surprise to race sponsor **Marlboro**. Harada's picture was featured prominently on the cover of the event program.

Harada is thought to be joining a crowded Aprilia roster. Aprilia Sporting Manager Carlo Pernat said he was still in discussions with two-time World Champion **Max Biaggi** about the 1997 season, but that Biaggi was actively seeking a ride on a competitive four-cylinder in the 500cc class. Biaggi is known to have talked with Lucky Strike Suzuki. If Biaggi left, it would make Harada's signing almost a certainty, though an Aprilia insider said the official works team would have two riders in Marlboro colors, Harada and Biaggi. Pernat said keeping Biaggi would be good for the team and sponsors, who are especially keen to keep him since the GPs will be telecast next year on RAI 1, an Italian national

television network, for the first time in five years. Since 1992, the races have been on cable television in Italy.

In other Aprilia news, **Aprilia** engineer Jan Witteveen said the factory is considering building either a three or **four-cylinder machine** for next year and its decision will be based on what fuel the FIM mandates for use next year. There is a movement afoot in the FIM to switch to pump gas for next year, a move already made in the All-Japan Championship. He said that he thought development of the V-twin would continue, but he wasn't certain if it would be raced or not. Either way, the team has a contract with Dorian Romboni, though it could put him on a 250 if the 400 V-twin doesn't run. To do so would mean putting him on yet another team. With Biaggi on the Chesterfield factory team, and Stefano Perugini set to move to the Nastro Azzurro Aprilia team, Romboni could stay on the IP Aprilia team.

The team with the largest roster of potential riders is Lucky Strike Suzuki. **Scott Russell** said at Barcelona that he would like to stay in GPs, but wouldn't say who with. Asked about his future, Russell said, "Right now it's probably floating around in the air." His representative was seen in discussions with Elf 500 ROC project leader Michel Metraux, who thinks that Russell would be the perfect choice since the team is backed by Pepsi. Russell noticed at the San Marino GP in Italy that the engine had enough power that he couldn't pass Elf's Juan Borja on the straight. Elf's Urs Wenger said that one of the list of available riders, Russell is number one, although they too have reportedly talked to Luca Cadalora. If Lucky Strike Suzuki has three riders, which is one of its options, Russell probably could stay put. With a two-rider team, his chances, from the Lucky Strike Suzuki side, are less sanguine. The only certainty is that Daryl Beattie will be back. Team manager Garry Taylor is known to have spoken with a host of riders, including current GP riders Cadalora and Max Biaggi, as well as Troy Corser and Anthony Gobert from the World Superbike series. Taylor also is high on Frenchman Jean-Michel Bayle, who is out of a Yamaha ride now that Kenny Roberts is splitting from the factory. Another name occasionally mentioned is Katsuaki Fujiwara, a Suzuki rider in the All-Japan Championship who replaced Daryl Beattie at the season-opening Malaysian GP, only to injure himself in the first practice session.

The **Suzuki RGV250** may also make a return to GP racing in 1997, but again there are more questions than answers. The team is looking for both an experienced rider and a sponsor since

Lucky Strike likely would not back the team. The last time they were in 250cc GP racing was in 1993, the year that John Kocinski rode the bike until being fired after the Dutch TT at Assen.

Despite finishing 14th in the previous San Marino GP at Imola two weeks earlier, Aprilia's **Dorian Romboni** withdrew from the Catalunan GP after lingering right-wrist injuries forced him out of Friday morning's practice session. The decision was made by Romboni, Aprilia sporting manager Carlo Pernat, and Grand Prix Medical Director Dr. Claudio Costa. "Romboni has broken his scaphoid four times during his career," Costa said. "This has resulted in a bone that is very delicate and prone to causing irritation. Considering that this track requires a lot of heavy braking and a load on the wrist, it is better that he does not race." Romboni was hoping that, with two weeks off until the next GP in Rio de Janeiro, the right wrist would be strong enough to allow him to compete.

The **FIM** released a statement in Barcelona saying that "Riders who wish to participate in the whole season of the 1997 FIM Road Racing Grand Prix World Championship must request an application form from the FIM." They also gave a deadline of February 28, 1997. Though this is thought to undercut the authority of the International Racing Teams Association (IRTA), in fact it doesn't. Though the riders have to apply to the FIM, the teams still must submit their rosters to IRTA. The release also said that the number of entries for each of the solo classes, 125, 250, and 500cc, will be limited to 24. That's how many 500s have run at most races this year, though the smaller classes were more widely subscribed.

The French GP, which has alternated between the Le Mans and Paul Ricard circuits the past few years, will remain at **Paul Ricard** for the next three years, it was announced at Barcelona. Promoter Claude Michy said he'd reached an agreement with Dorna to hold the race at the circuit on the Cote d'Azur through 1999.

Jimmy Filice, who has spent much of the year working at the Kenny Roberts Training Ranch and racing in the European Open 250cc series, will be moving to Spain full-time, along with his family, later this month. "I've run the school here on and off all year," Filice said. "I tried to race the European Open, but I broke my hand at Misano a month ago. It's still sore." There are two races left in the series, but Filice said he didn't know if he would compete. "The bike's good, but the bikes we race against are tough."

The FIM collected \$2200 in **pit-lane speed-limit violation fines** at Catalunya, the biggest offenders being two-time losers Carlos Checa and Alberto Puig of the Fortuna Honda Pons team. Each violation costs \$100, but if you're caught twice, you're out \$500. The limit is 90 kph/55.93 mph, and violators were issued tickets for being as little as 1.7 kph over (125cc rider Emilio Alzamora). Among the ticketed were World Champion Michael Doohan and his Repsol Honda teammate Alex Criville, World Champion Max Biaggi, and Marlboro Roberts Yamaha teammates Kenny Roberts and Norifumi Abe. Abe won the speed prize, whizzing down the pit lane at 105.4 kph/65.5 mph, with Roberts second at 102 kph/63.38 mph.

Sunday's crowd of **62,500** was a record number for a motorcycle Grand Prix at the Catalunya Circuit and contributed to a weekend total of 99,500, including 14,800 on Friday and 22,200 on Saturday.

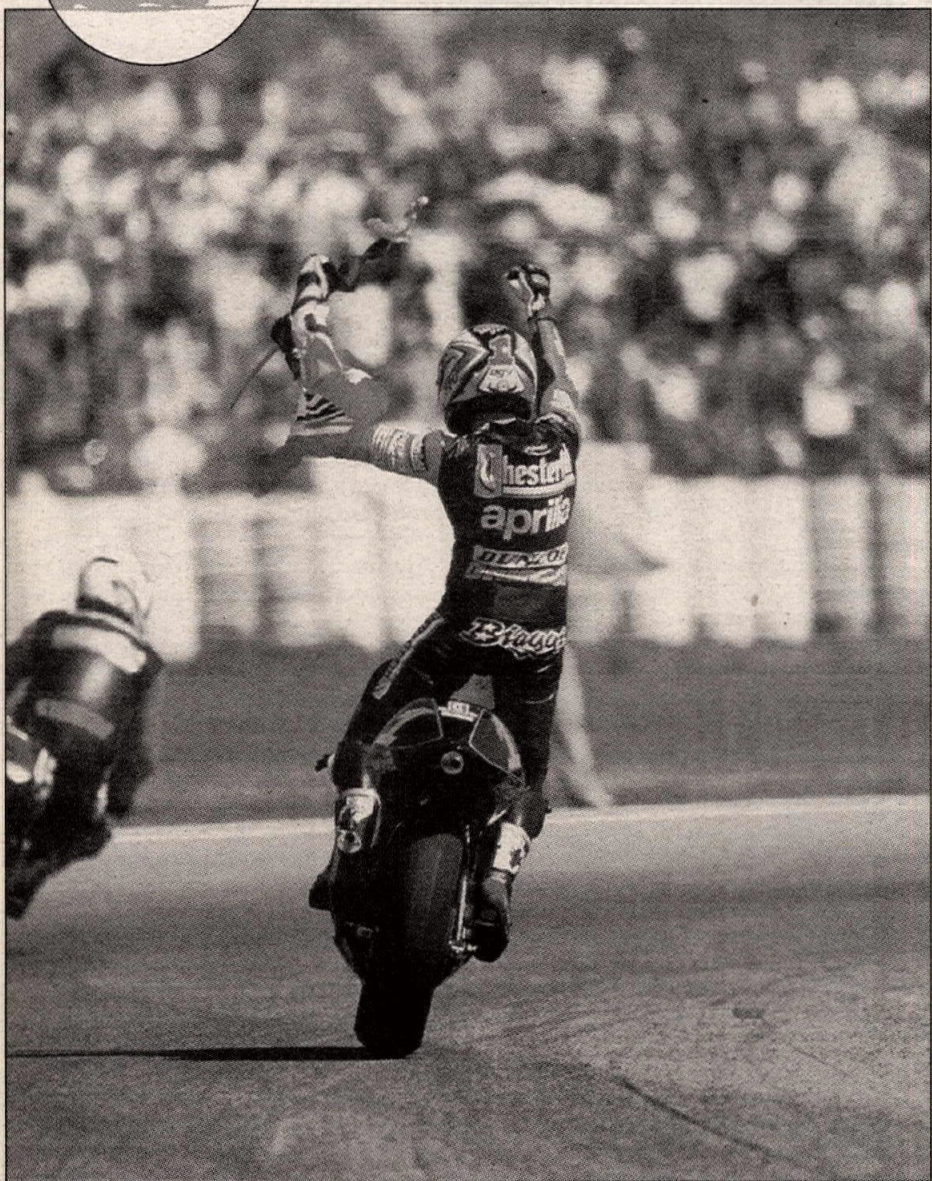
Fortuna Honda Pons' Catalunan GP victory marked the **100th 500cc GP win for Honda**, a record started in 1966 when Jim Redman won the West German GP at Hockenheim over MV Agusta's Giacomo Agostini. It also marked Honda's 10th consecutive win in the class, halfway to the class record of 20 set by MV Agusta. The Barcelona victory put Honda in a tie with MV Agusta for most wins in a season with 12. Honda's 100 wins keeps the company in third place on the all-time manufacturer win list. Leading the table is MV Agusta with 139 followed by Yamaha at 106.

Though Repsol Honda's Michael Doohan set a new record pole position with a lap time of 1:46.201/99.57 mph late in the second qualifying session on the 2.94-mile Catalunya Circuit, some perspective is in order. Consider that Englishman **Damon Hill** put his Rothmans Williams-Renault on the pole for the F1 race here with a time of 1:20.56.

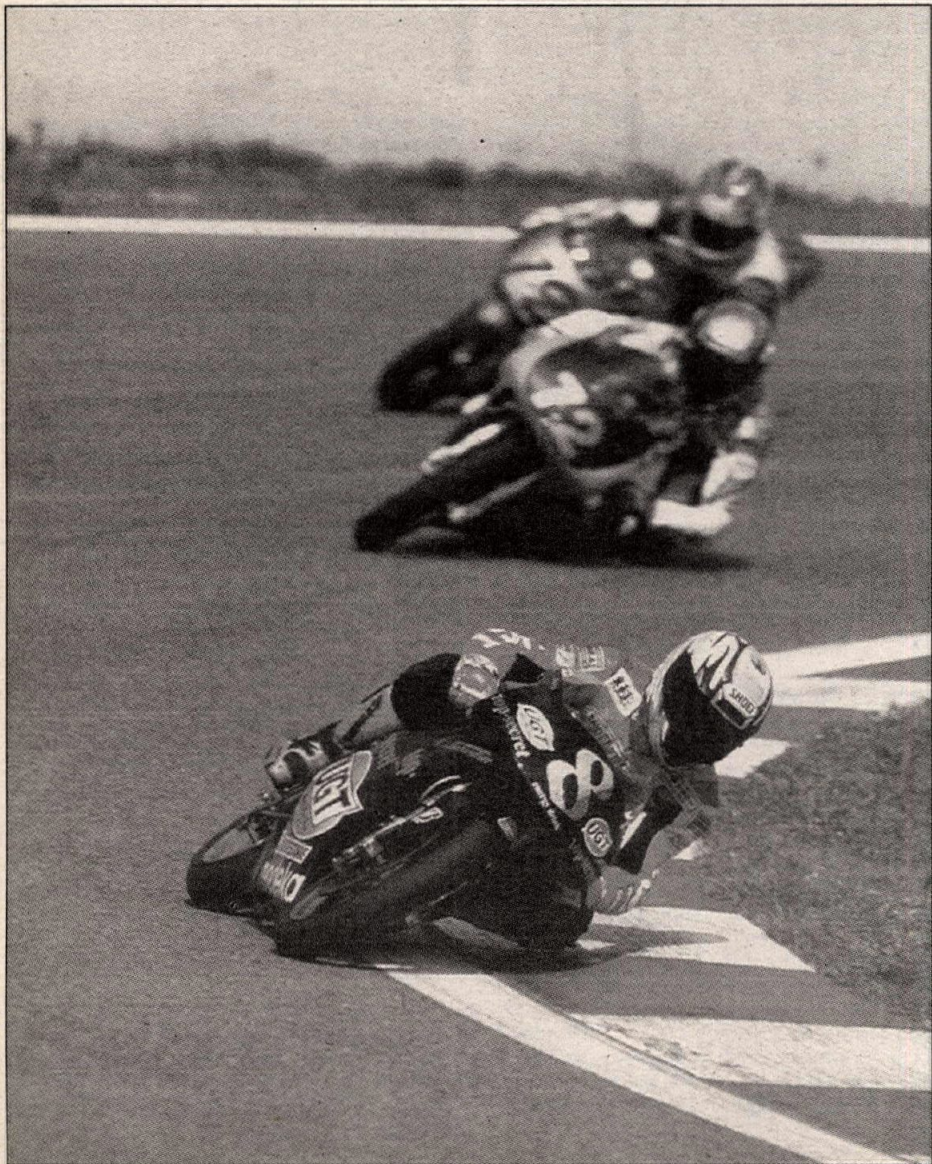
What's a **GP cost** these days? In Barcelona, a three-day ticket for seating in the premiere Grandstand went for 9000 pesetas, about \$73.17 at today's exchange rate. The lowest general admission three-day ticket went for \$40.65. Admission to Friday or Saturday practice was only \$16.26.

Two privateers raced their final races in the 500cc class at Catalunya. Brit **Sean Emmett** is going to ride a Ducati in the final two World Superbike races, giving up his Harris Yamaha. And Adrien Bosshard has quit the ELC Lease ROC team effective immediately.

Round 13: Catalunyan Grand Prix



(Above) Max Biaggi celebrates his win in the 250cc Grand Prix.
(Below) Tomomi Manako (8) won the 125cc GP, topping Australian Garry McCoy (72).



Cadalora also was close, as was Okada, moving up from ninth on the third lap to take fifth.

"It was a very hard race for me and for much of the time I could hardly see because of the chattering of both the front and rear wheels, which caused the machine to vibrate," Okada said. "I am certainly pleased with the result that at one stage in the race I thought it'd be impossible to achieve."

His V-twin partner Itoh was sixth, 14 seconds back after losing Puig in the final third of the race. Itoh, like Okada, complained of a vibration that slowed his drive.

Puig was next at the front of a trio that included Barros and Capirossi. Barros was the impediment, getting away in fourth, then holding up riders until he fell back to eighth at the end.

Capirossi said his engine wasn't working, which kept him behind the V-twins. Then he had problem with the gear change on the fourth lap.

Abe finally made it back up to ninth after he dropped back to last from 10th place on the fourth lap trying to avoid Capirossi.

"Normally Loris is a very late braker, but this time he braked earlier than I expected," Abe said. "If I hadn't run straight on I would have hit him, and it would have been a big crash because we're going quite fast on the run toward the first turn."

Abe had done quite a job running down Lucky Strike Suzuki's Scott Russell at the end. With seven laps to go, he was 14 seconds back and ended up beating him by over three seconds as Russell struggled.

"That was no fun," Russell said. "I tried to push in the early part of the race, but pretty soon the bike was sliding around so bad that I had to back off or crash. There was no chance to race against anybody. When they caught up, I had to let them by."

Behind Russell came the final four finishers, all privateers with Englishman Jeremy McWilliams leading the bunch.

Circuito de Catalunya
Montmelo, Spain
Results: September 15, 1996 (Round 13 of 15)

125cc QUALIFYING: 1. Youichi Ui (1:54.536); 2. Emilio Alzamora (1:54.560); 3. Tomomi Manako (1:54.569); 4. Garry McCoy (1:54.620); 5. Valentino Rossi (1:54.740); 6. Peter Oetli (1:54.780); 7. Stefano Perugini (1:54.823); 8. Jorge Martinez (1:54.836); 9. Masaki Tokudome (1:55.066); 10. Lucio Cecchinello (1:55.166); 11. Yoshiaki Katoh (1:55.367); 12. Ivan Goi (1:55.486); 13. Manfred Geissler (1:55.615); 14. Haruchika Aoki (1:55.636); 15. Frederic Petit (1:55.802); 16. Dirk Raudies (1:55.990); 17. Akira Saito (1:56.056); 18. Jaroslav Hules (1:56.141); 19. Noboru Ueda (1:56.158); 20. Herri Torrontegui (1:56.317); 21. Mirko Giansanti (1:56.620); 22. Gabriele Debbia (1:56.721); 23. Angel Nieto Jr. (1:56.734); 24. Josep Sarda (1:56.813); 25. Loek Bodelier (1:56.972); 26. Jose Ramon Ramirez (1:57.131); 27. Darren Barton (1:57.404); 28. Juan Enrique Maturana (1:57.512); 29. David Garcia (1:57.937); 30. Daniel Ribalta (1:58.385); 31. Kazuto Sakata (2:00.803).

250cc QUALIFYING: 1. Max Biaggi (1:47.757/98.13 mph); 2. Olivier Jacque (1:48.744); 3. Marcellino Lucchi (1:49.064); 4. Tohru Ukawa (1:49.183); 5. Nobuatsu Aoki (1:49.186); 6. Ralf Waldmann (1:49.273); 7. Jurgen Fuchs (1:49.458); 8. Eskil Suter (1:50.093); 9. Regis Laconi (1:50.151); 10. Luis d'Antin (1:50.208); 11. Jurgen van den Goorbergh (1:50.226); 12. Jean-Philippe Ruggia (1:50.448); 13. Cristiano Migliorati (1:50.616); 14. Jose Luis Cardoso (1:50.658); 15. Davide Bulega (1:50.676); 16. Sete Gibernau (1:50.692); 17. Sebastian Porco (1:51.298); 18. Gianluigi Scalvini (1:51.097); 19. Takeshi Tsujimura (1:51.178); 20. Yasumasa Hatakeyama (1:51.203); 21. Osamu Miyazaki (1:51.231); 22. Jamie Robinson (1:51.239); 23. Christophe Cogan (1:51.275); 24. Olivier Petrucciani (1:51.942); 25. Alessandro Antonello (1:52.162); 26. Luca Cossicuro (1:52.281); 27. Christian Boudinot (1:53.115); 28. Miguel Tey (1:54.159); 29. Jose Barresi (1:54.516); 30. Franco Battaini (1:54.619); 31. Francisco Riquelme (1:54.660); 32. Vicente Esparragoso (1:56.582); 33. Ismael Bonilla (1:57.464).

500cc QUALIFYING: 1. Mick Doohan (1:46.201/99.57 mph); 2. Alex Criville (1:46.309); 3. Luca Cadalora (1:46.442); 4. Carlos Checa (1:46.512); 5. Jean-Michel Bayle (1:46.837); 6. Alex Barros (1:46.928); 7. Alberto Puig (1:47.074); 8. Kenny Roberts Jr. (1:47.137); 9. Loris Capirossi (1:47.465); 10. Shinichi Itoh (1:47.570); 11. Tadayuki Okada (1:47.792); 12. Scott Russell (1:48.427); 13. Norifumi Abe (1:48.063); 14. Juan Borja (1:48.427); 15. Daryl Beattie (1:48.685); 16. Lucio Pedercini (1:49.162); 17. Sean Emmett (1:49.239); 18. Frederic Protat (1:49.264); 19. Jeremy McWilliams (1:49.368); 20. Adrian Bosshard (1:49.730); 21. Andrew Stroud (1:49.958); 22. Eugene McManus (1:50.378); 23.

Jean Pierre Jeandat (1:51.458); 24. Chris Walker (1:51.650); 25. Paul Young (1:51.805).

125cc GRAND PRIX: 1. Tomomi Manako (Hon); 2. Garry McCoy (Apr); 3. Kazuto Sakata (Apr); 4. Emilio Alzamora (Hon); 5. Haruchika Aoki (Hon); 6. Youichi Ui (Yam); 7. Yoshiaki Katoh (Yam); 8. Jorge Martinez (Apr); 9. Ivan Goi (Hon); 10. Dirk Raudies (Hon); 11. Norobu Ueda (Hon); 12. Herri Torrontegui (Hon); 13. Jaroslav Hules (Hon); 14. Mirko Giansanti (Hon); 15. Gabriele Debbia (Yam); 16. Angel Nieto (Apr); 17. Daniel Ribalta (Hon); 18. David Garcia (Hon); 19. Stefano Perugini (Apr); 15. Manfred Geissler (Apr); 16. Josep Sarda (Hon); 17. Juan Enrique Maturana (Yam); 18. Frederic Petit (Hon); 19. Peter Oetli (Apr); 20. Darren Barton (Apr); 21. Jose Ramon Ramirez (Hon); 22. Loek Bodelier (Hon); 23. Akira Saito (Hon); 24. Masaki Tokudome (Apr); 25. Lucio Cecchinello (Hon); 26. Valentino Rossi (Apr).
Time: 42 min., 25.228 sec.
Distance: 22 laps, 64.62 miles.
Average Speed: 91.402 mph.
Margin of Victory: 1.190 sec.
Fastest Lap: Tomomi Manako, 1:54.307/92.501 mph, lap 20.

250cc GRAND PRIX: 1. Max Biaggi (Apr); 2. Olivier Jacque (Hon); 3. Ralf Waldmann (Hon); 4. Tohru Ukawa (Hon); 5. Jurgen Fuchs (Hon); 6. Marcellino Lucchi (Apr); 7. Nobuatsu Aoki (Hon); 8. Cristiano Migliorati (Hon); 9. Eskil Suter (Apr); 10. Regis Laconi (Hon); 11. Takeshi Tsujimura (Hon); 12. Sebastian Porco (Apr); 13. Luis d'Antin (Hon); 14. Jurgen van den Goorbergh (Hon); 15. Osamu Miyazaki (Hon); 16. Gianluigi Scalvini (Hon); 17. Davide Bulega (Apr); 18. Luca Boscoscuro (Apr); 19. Alessandro Antonello (Apr); 20. Francisco Riquelme (Hon); 21. Ismael Bonilla (Hon); 22. Vicente Esparragoso (Hon); 23. Jose Luis Cardoso (Apr); 24. Jamie Robinson (Apr); 25. Oliver Petrucciani (Apr); 26. Christophe Cogan (Hon); 27. Miguel Tey (Hon); 28. Jose Barresi (Yam); 29. Jean-Philippe Ruggia (Hon); 30. Franco Battaini (Hon); 31. Sete Gibernau (Yam); 32. Christian Boudinot (Apr).
Time: 42 min., 3.123 sec.
Distance: 23 laps, 67.66 miles.
Average Speed: 96.393 mph.
Margin of Victory: 10.188 sec.
Fastest Lap: Max Biaggi, 1:48.490/97.469 mph, lap 4.

500cc GRAND PRIX: 1. Carlos Checa (Hon); 2. Mick Doohan (Hon); 3. Alex Criville (Hon); 4. Luca Cadalora (Hon); 5. Tadayuki Okada (Hon); 6. Shinichi Itoh (Hon); 7. Alberto Puig (Hon); 8. Alex Barros (Hon); 9. Loris Capirossi (Hon); 10. Norifumi Abe (Yam); 11. Scott Russell (Suz); 12. Jeremy McWilliams (ROC); 13. Frederic Protat (ROC); 14. Paul Young (Yam); 15. Chris Walker (Elf); 16. Kenny Roberts Jr. (Yam); 17. Jean-Michel Bayle (Yam); 18. Eugene McManus (Yam); 19. Daryl Beattie (Suz); 20. Juan Borja (Elf); 21. Andrew Stroud (ROC); 22. Lucio Pedercini (ROC); 23. Sean Emmett (Yam); 24. Adrian Bosshard (ROC).
Time: 44 min., 56.885 sec.
Distance: 25 laps, 73.43 miles.
Average Speed: 98.025 mph.
Margin of Victory: 6.591 sec.
Fastest Lap: Carlos Checa, 1:47.183/98.658 mph, lap 12.

THUNDERBIKE: 1. Ruben Zaus (Hon); 2. Yves Brigueat (Hon); 3. Pere Riba (Hon); 4. Jeffrey de Vries (Yam); 5. William Costes (Hon); 6. Stephane Mertens (Hon); 7. Wilco Zeelenberg (Hon); 8. Iain Macpherson (Hon); 9. Oriol Fernandez (Yam); 10. Eric Mahe (Yam); 11. Gregorio Lavilla (Yam); 12. Marc Garcia (Hon); 13. Agustin Escobar (Hon); 14. Stefan Scheschowitsch (Kaw); 15. Frank Heidger (Hon); 16. David Rouge (Hon); 17. Philippe Pinchidez (Hon); 18. Jose Martin (Hon); 19. Oscar Sanchez (Yam); 20. Oscar Casademunt (Hon); 21. Ezequiel Sanchez (Hon); 22. Bernard Garcia (Hon); 23. Enrique de Juan (Kaw); 24. Phil Borley (Kaw); 25. Mario Innamorati (Bim); 26. Adrien Morillas (Yam).
Time: 32 min., 50.664 sec.
Distance: 17 laps, 49.94 miles.
Average Speed: 91.221 mph.
Margin of Victory: 0.692 sec.
Fastest Lap: Yves Brigueat, 1:54.890/92.04 mph, lap 14.

THUNDERBIKE C'SHIP POINT STANDINGS (After 9 of 9 rounds): 1. William Costes (146/2 wins); 2. Yves Brigueat (120); 3. Jeffrey de Vries (104/2); 4. Stephane Mertens (98); 5. Iain Macpherson (84/1); 6. Eric Mahe (74); 7. Ruben Xaus (54/1); 8. Pere Riba (53); 9. Bernard Garcia (52); 10. Wilco Zeelenberg (46); 11. Adrien Morillas (45/1); 12. (TIE) Stefan Scheschowitsch/Oriol Fernandez (44); 14. Gregorio Lavilla (40); 15. (TIE) Enrique de Juan/Marc Garcia (30); 17. Massimo Meregalli (25/1); 18. Mario Innamorati (24); 19. Johnny Verwijst (19); 20. Frank Heidger (15).

125cc WORLD C'SHIP POINT STANDINGS (After 13 of 15 rounds): 1. Haruchika Aoki (175/1 win); 2. Masaki Tokudome (161/4); 3. Tomomi Manako (160/1); 4. Emilio Alzamora (138/1); 5. Stefano Perugini (121/1); 6. Valentino Rossi (109); 7. (TIE) Noboru Ueda/Kazuto Sakata (108); 9. Jorge Martinez (105); 10. Ivan Goi (99/1); 11. Peter Oetli (97); 12. Dirk Raudies (70); 13. Manfred Geissler (54); 14. Garry McCoy (51); 15. Yoshiaki Katoh (48); 16. Lucio Cecchinello (40); 17. Akira Saito (37); 18. Youichi Ui (28); 19. Frederic Petit (22); 20. Herri Torrontegui (17).

250cc WORLD C'SHIP POINT STANDINGS (After 13 of 15 rounds): 1. Max Biaggi (249/8 wins); 2. Ralf Waldmann (228/4); 3. Olivier Jacque (152); 4. Jurgen Fuchs (147); 5. Luis d'Antin (121); 6. Tohru Ukawa (116); 7. Tetsuya Harada (104/1); 8. Nobuatsu Aoki (96); 9. Jean-Philippe Ruggia (70); 10. Luca Boscoscuro (55); 11. Eskil Suter (54); 12. Cristiano Migliorati (50); 13. Jurgen van den Goorbergh (48); 14. Takeshi Tsujimura (44); 15. Marcellino Lucchi (41); 16. Regis Laconi (39); 17. Jamie Robinson (26); 18. Roberto Locatelli (24); 19. Osamu Miyazaki (22); 20. Noriyasu Numata (20).

500cc WORLD C'SHIP POINT STANDINGS (After 13 of 15 rounds): 1. Mick Doohan (276/7 wins); 2. Alex Criville (215/2); 3. Luca Cadalora (149/2); 4. Alex Barros (134); 5. Norifumi Abe (132); 6. Scott Russell (126); 7. Tadayuki Okada (104); 8. Carlos Checa (95); 9. Jean-Michel Bayle (90); 10. Alberto Puig (87); 11. Loris Capirossi (69); 12. Shinichi Itoh (65); 13. Kenny Roberts Jr. (61); 14. Juan Borja (32); 15. Frederic Protat (29); 16. Jeremy McWilliams (26); 17. Daryl Beattie (24); 18. Dorian Romboni (23); 19. Lucio Pedercini (20); 20. (TIE) Terry Rymer/James Haydon (16).

Upcoming Rounds:
Round 14 - Rio de Janeiro, Brazil, October 6
Round 15 - Eastern Creek, Australia, October 20



Springer Wows 'em

By Henny Ray Abrams
Photos by Gold & Goose

MONTMELO, SPAIN, SEPT. 14

Last year's dirt track race on the grounds of the Kenny Roberts Training Ranch was viewed as a farce, more an exhibition than a competition, a show not a race. This year would be different.

In an every-man-for-himself battle, Jay Springsteen showed he still has it, running down and beating teenager Tommy Hayden by a very scant 0.195 second to win Dirt Track USA before a capacity crowd of 10,000 at the immaculately groomed three-eighth-mile oval at the Roberts school.

"I had to put my head down to catch him," said Springsteen, who's been coming to the Spanish dirt track races for four years. "I looked back a few times and saw he was right there. It was a great experience for him and all of us."

After two years at a shoddy facility in Jerez, in southern Spain, the dirt track moved to the Roberts camp, an impressive \$1 million facility built with massive government aid next to the Catalunya Circuit north of Barcelona. The main three-eighth-mile oval track was carved into a hillside, a natural amphitheater and seating on the front straight with grandstands built along the back. Just beyond the track is the smaller dirt track where students train on the 100cc dirt trackers in the shadow of the school and maintenance building. In the distance is the tail end of the Pyrenean foothills. It may well be the best purpose-built dirt track facility in the world.

As always, it's an invitation-only race and this year the invites went out to AMA Grand National Championship regulars Springsteen and Hayden, along with part-timer Ronnie Jones. Randy Mamola made an appearance as did Jimmy Filice, who's been working at the Roberts school and racing in Europe for much of the summer.

The rest of the invited riders came from Spain and Italy with the two best from each country getting the loan of Sparky Edmondson-built Wood-Rotaxes for the two-night affair.

The first night was mostly devoted to the Europeans, except for an exhibition by the Americans and timed qualifying. In a preview of what was to come, Springsteen took the pole, but just barely, from Filice.

Saturday night featured a full race program and then some. There was timed qualifying, heats, semis and a last chance qualifier, as well as a few special races. The first was the exhibition of the Americans and Kenny Roberts.

Roberts and Springsteen had raced together in the mid-'70s, when Springsteen was just starting out and Roberts had just finished winning his two Grand National Championships. And Mamola had never dirt tracked four-strokes, coming to Europe when he was 17 to foster his road racing career. Add to that veteran Jones and Tommy Hayden, who'd road raced in Spain for Wayne Rainey two years ago, but was now in his rookie Expert dirt track season.

The plan was for Roberts to win, of course. But King Kenny screwed up.



Leading across the line at the end of the third of four laps, Roberts saw a waving flag through his darkshield. Thinking it was the checkers, he slowed and rode high up on the cushion, only to see the other five riders speed past. By the time he got going he was out of the hunt and, at the end, it was a photo finish with Filice nipping Springer.

"I saw a guy here wave a flag and I thought it was over," Roberts said.

"I may be out of a job after tonight," Filice said after beating his boss.

The next big race was the six-lap winner-take-all Marlboro Challenge, with five Americans going for the 100,000 peseta (\$813) purse. This one started out between Hayden, Filice and Jones, with Jones taking the lead at the halfway point and holding on to win by about a second.

Springsteen moved into second on the final lap and nudged Filice back to third coming out of the final turn. Hayden was fourth and Mamola fifth.

For Mamola, it was the third time he could remember riding a four-stroke. The first was aboard a Formula One 750 when he rode for the Suzuki factory in the early '80s; the second was aboard a Triumph earlier this year, then tonight.

"I could stay with them in the first, second and third corners. It's just that little extra that they have getting out of the corners," Mamola said, adding that he wasn't as willing to take as many risks as he used to. "In the back of my mind, I know how bones break."

He would be back in the main, having won the first heat race ahead of a passel of Europeans. The second heat went to Hayden, with Filice running second before crashing on the second lap and getting forced into the semi.

"It was dry and slick and I ran it down low. I tried to get under Tommy (Hayden)," Filice said. The consensus was that the track actually was in better shape than the previous night. "The

track got a little slippery," Filice would say after the final. To get there he had to go through the semi, which he won handily.

The former AMA 250cc GP Champion was responsible for the racing surface and had been working on it for better than a week.

"Me and Larry Dunnegan (Roberts' nephew) have been putting in 15-hour days," Filice said. "The work paid off."

"It was beautiful," Springsteen added. "Jimmy worked hard getting it ready."

After the Marlboro Challenge came the fireworks display, then the 20-lap main, with more fireworks and just as authentic.

Hayden got the jump from Springsteen and Filice, Jones and Mamola followed, then came the Euros. The front two made a slight break from the pack and on the seventh lap it was Springsteen taking the lead in turn one, the pair running side by side exiting turn two and for much of the race.

Springsteen was working a slightly higher line than Hayden and it would work to both of their advantages when they hit traffic just past the halfway point. Coming up on them one at a time, the pair would split the lappers, one high and one low, neither ever losing significant ground.

It came down to the final lap, each taking his distinctive line, and Springer wheeling to victory by a bike length or two.

"This is probably one of the best race tracks I've raced on all year," Springsteen said of the Roberts oval.

"I couldn't get past him," said Hayden, who has raced Springsteen in the United States for the first time this season.

Jones fell back from the leaders at the very end after discovering he couldn't keep pace.

"There's just not much traction down

Jay Springsteen (right) and Ronnie Jones (left) celebrate after finishing first and third in the Dirt Track USA in Spain. The pair are being interviewed by Dennis Noyes.

low," Jones said. He said he was forced to run low because of the gearing he chose. "They had a little taller gearing and could run a higher line. If I tried running high, I'd run out of gear. If I was low it would slide. Once I realized I couldn't catch them, I was sliding around up high and throwing dirt on them."

Filice came home fourth, never in the hunt and knowing that he would need a few more weeks of competition to keep up.

"These guys do it week in and week out," Filice said. "They're amazing. Those guys hauled ass. I pushed it for a while."

The final American was Mamola, finishing well in front of Spaniard Juan Bulto, the first European and the grandson of the founder of Bultaco motorcycles.

That was the end of the program, though it could change for 1997.

After messing up in his exhibition, Roberts said, "Next year we're going to race until I win one. It could be four or five races."

Kenny Roberts Training Ranch
Montmelo, Spain
Results: September 14, 1996

DIRT TRACK USA: 1. Jay Springsteen (KR); 2. Tommy Hayden (KR); 3. Ronnie Jones (KR); 4. Jim Filice (KR); 5. Randy Mamola (KR); 6. Juan Bulto (Kaw); 7. Giorgio Ceccarelli (H-D); 8. Roberto Ungaro (KR); 9. Lluís Massana (KR); 10. Agustí Vall (KR).
Time: 6 min., 17.857 sec.
Distance: 20 laps, 8.75 miles.
Margin of victory: 0.195 sec.
MARLBORO CHALLENGE: 1. Ronnie Jones; 2. Jay Springsteen; 3. Jim Filice; 4. Tommy Hayden; 5. Randy Mamola.
Time: 1 min., 54.701 sec.
Distance: 6 laps, 2.25 miles.
Margin of Victory: .094 sec.

Roll reversal



(Left) Kevin Atherton had 10,001 reasons to smile after picking up his fourth win of the year at the Eldora Half Mile. The young Michigander earned the \$10,000 first-place money and also pulled to within seven points of the series points lead.

(Below) Atherton (23) rode the very edge of the race track to keep his streak of successive podium finishes alive. It now stands at eight in a row.



By Scott Rousseau
Photos by Flat Trak Fotos

ROSSBURG, OH, SEPT. 14

It was the tightest Grand National Championship points race in history - eight riders battling for AMA Pro Racing's most historic title. But one race track, one serious crash and one grave error has now realistically whittled it down to three. That fast.

And fast was exactly what was on the minds of the 11,000 fans who filed into Earl Baltes' personal shrine of speed, Eldora Speedway, as they witnessed Total Control Racing's Kevin Atherton continue his assault on the championship by shocking the troops in claiming his fourth win and eighth straight podium finish of the season at the heinously high-banked and scary-fast half mile.

The 25-year-old Michigan mobster started fast and finished faster as he marched forward from a third-place start to overtake both R&R/Team Sadlemen's Rich King and Harley-Davidson of Sacramento's Joe Kopp to grab the point on lap 20. Five laps later, Atherton also had the lion's share of the points as well as a cool \$10,000 in purse money alone at the Steve Morehead-promoted event which paid a total of \$50,000, the richest purse in AMA Grand National Championship history.

"We're grinnin' now," said Atherton, who took a huge chunk out of rival and mentor Scott Parker's points advantage with the win and now trails the champion, 244-237. Atherton's TCR teammate Will Davis, seventh at Eldora, now sits third with 225.

"Now I just wish we hadn't had all those DNFs earlier in the year," Atherton continued. "And I'm still pissed off about Indy. We're looking for the championship, and every race counts. Guys who say that they're not looking at it

that way... well, I just can't believe that. I used to look at it like that, like I've got to have a top-five finish at every race. But to win a championship we've got to win these races."

In winning the race, Atherton once again robbed a hard-working Kopp of another potential victory. It could be argued that the steady-riding 26-year-old Washingtonian should be stripped of his "TT specialist" status. Kopp has been fast everywhere this season. He has proven himself on the miles and the half miles. Kopp drove that point home by getting a second-place jump off the line in the main event and then blowing by King after four laps to lead the next 16 and thus earn himself \$225 in lap money on top of \$5010 for his runner-up finish.

Kopp somehow has managed to keep smiling, even though he has now been saddled with the role of bridesmaid often enough this season that he could not be blamed for throwing rocks

instead of rice at the next wedding he attends.

"Kevin's a spoiler," Kopp said in mock disgust. "But we finished in front of Parker and Morehead. I'd sure like to make it a five-rider fight for the championship. I knew I needed a start. I'm real happy. We're staying consistent."

Finishing third and earning \$3610, though not appearing on the box, was points leader and defending champion Parker. The 34-year-old Swartz Creek, Michigander was in the hunt for milestone win number 75 all evening, but it failed to materialize. He came from the second row, survived both first-lap restarts - the first of which he caused by careening up the high bank and blowing through several hay bales before riding his way out of trouble and leaving a mess in his wake - and then went on to chase down King only to come up short at the finish line. Parker placed fourth - or so he thought - and was very critical of the racing conditions afterward.

"I'm just glad to walk away," the champion said afterward. "If we never come back here again, it wouldn't bother me a bit. This was a dangerous race track. If somebody screws up, there's nothing you can do. If one of the top guys falls in front of you, you're smoked."

Up in smoke might be the best way to describe King's championship aspirations. For after riding hard all season long while all the while getting dialed in to a new race team, and after fighting both an illness and stuck throttle cables in the main event at Eldora, King put in another consistent main-event performance, crossing the line third ahead of Parker and Gardner Racing's Dan Butler. But a post-race inspection revealed that King had been running an illegal rear tire, and he was disqualified. Instead of gaining a point on Parker, King now finds himself 34 points out of first place with three races left, pending an appeal. King refused to discuss the situation after he found he'd been disqualified.

Parker's concerns about Eldora were not without merit. For while Lady Luck smiled on the event in 1995, she more than turned a blind eye toward the show in 1996. The night's events, while no less spectacular than at the inaugural race one year ago, were marred by the constant threat of rain and an ultra-fast, slick race track that forced the riders to negotiate the uppermost edge of the surface, literally inches from the hay bales. Several riders, many of them from the younger crowd, simply refused to take the chance. But many more did, and by the time the evening was over, a high price had been paid as no less than three riders left the event with severe, season-ending injuries as the result of a horrible five-rider melee in the first turn on the restart of the Grand National. Title contender Kevin Varnes was one of them.

HEATS

As he has been for the past three Grand National events, Atherton was the leadoff hit man in the first of the evening's four heat races. In actuality, the Accel heat played host to the Kevin and Kevin show as Varnes grabbed the holeshot on his Johnny Goad-prepared USC Racing Honda and attempted to get away from newly crowned AMA 600cc National Champion Brett Landes and his Audiovox/Quaker State Honda.

Atherton got off turn one in third place after hitting a hole and nearly getting pitched over the bars, but he quickly recovered and skipped away from Joe Bisha/TCR-backed Brent Armbruster to set off after the lead pair. Atherton shot around the outside of Landes down the front straight on lap three and then pulled alongside a low-lining Varnes down the back chute on lap six. Atherton took the lead from Varnes off turn four, and that was all she wrote.

"I haven't figured out what happened (at the start) yet," Atherton said. "I was afraid I was going to take (Jason) Fletcher out. Kevin was going good. I just made better choices than he did going around the race track. I paced myself on those last few laps."

Varnes wound up second ahead of Landes and concurred with Atherton's assessment of his performance.

"I was stupid," Varnes said. "It was greasy for the first couple of laps. I almost busted my ass a couple times. I should have been where Kevin was running right off the bat. We put a new cut in the tire for the main. That should help me with traction."

"No semis!" Landes said. "I think we can go faster. We didn't have a good tire

on it, and I was just out cruising. Once they got away from me I just started moving around and figuring where I'd run the main. This place is fast. The less laps I can run here the better."

Morehead took complete control of SuperTrapp's heat two, riding the high line on his Gary Stolzenburg-tuned F&S Harley-Davidson twingle to lead every lap. The "Findlay Flyer" claimed victory by over half a straightaway, but was far from satisfied with it.

"We were only third-quickest, Morehead said. "We gotta pick it up ourselves. We're going to maybe stick some more gear on it for the main event. I was just luggin' around out there."

Butler put together a solid heat race for a direct transfer on the Gardner/Walters Bros. H-D entry, closing in on Davis from about the sixth lap and then dropping low and passing him for second place in turn one on the white-flag lap.

"Did you like that slide job?" Butler said. "I learned that one here last year. Everything is working good right now, but I think that the track is going to go away from us a little bit. We'll change a few things and then run 'er high, wide and handsome in the main."

Davis still brought his Dennis Town and Randy Brady-prepped, Down Under-chassised XR750 (see Briefly...) home third.

"I was going too slow," the North Carolinian said. "I just couldn't make it work. We're still not real, real comfortable. We've got to do better than that, that's for sure. We're gonna change the gear. We went the wrong way twice."

Deeley Harley-Davidson's Steve Beattie copied Morehead by pulling off a runaway victory in the Wiseco-Klotz heat three. The Canadian champion strapped a big holeshot on the field, which included Parker, and then set about putting them all away with another half-straightaway victory.

"You can set the pace up front," Beattie said with a grin. "I want to win that cruise (see Briefly...). On that first lap I hit a hole and nearly ripped my footpeg off. After that I just chilled out."

Parker wound up having his hands full with Mike's H-D/Roeder's H-D's Geo Roeder II and Schmulbach Racing's Dan Stanley. Parker ran third behind Roeder and almost waited too long to make a pass as Stanley caught the pair and began to threaten them for a transfer spot. At one point, Parker, apparently unaware that Stanley was on his tail, inadvertently leaned on the youngster and almost put him into the wall. After that, Parker blasted under Roeder off turn four for some insurance. Roeder kept Stanley at bay for third.

"We were just feeling her out, seeing where we need to be and where we gotta go," Parker said. "I thought I was all set. Then Stanley came up on me and it was like, 'Whoa, I think we're going to have to run lower. There ain't a whole lot left on top.'"

"That was fun," Roeder said. "I'm going to try to run around the top again, but there ain't much up there. It's getting slicker. We've made a couple changes to get more hooked up. If we can keep from slippin' and slidin', we'll be all right."

Kopp put in his bid for "studly move of the race" by splitting King and Cortin Racing Honda rider Chance Darling at the start of the Print Express final heat race. Once in front, Kopp rode the ridge to victory in the fastest-heat of the night and earned the pole position.

"I knew the start was the key, so I fought for it," Kopp said. "This place is almost like a short track. The start is real

Atherton (23) caught and passed runner-up Joe Kopp (43) with just five laps to go. The event marked Kopp's second runner-up finish in four events.

important. I think we set fast heat. We're gonna study the starting line before the main. We need the holeshot for sure."

King grabbed a healthy second over Frontier Harley-Davidson/H-D Central's Dale Jenneman but was feeling anything but healthy. The normally forthright Iowan retired to his van to try and rest for the main event. Jenneman, however, was pleased just to put it in another main event after sneaking underneath Darling in turn one on the seventh lap.

"I didn't get off the line real good, and this is a momentum race track," the quiet Nebraskan said. "When you spot 'em that much room, it's hard to make it up."

SEMIS

To the holeshot artist went the spoils in the three semis of the evening. Darling lessened the sting of being aced out by Jenneman earlier as the young Ohioan veteran took the first eight-lapper over a revitalized Armbruster in the Kenworthy MX Park first semi.

"I ran a different line that time," Darling said. "I've never been able to ride around the hay bales like that. It's really hard to ride it wide open around the top, but that's what you have to do here."

Darling's Springfield Mile-conquering teammate Dave Camlin put his Corbin Racing Harley-Davidson into the show in the Mike's Harley-Davidson second semi with a holeshot and a victory over Spectro/Moroney's Harley-Davidson's Jason Fletcher, who put teammate Mike Hacker on the trailer after a close contest for second place.

"I was fast in practice and in the Scratch heat," Camlin said. "But I wasn't aggressive in the heat race, and that made me mad at myself. Thankfully I had a front-row start for that semi and I got going."

Two Michigan riders advanced in the Roeder's H-D final semi as Larry Schaidt/Alpinestars' Greg Sims led the race from start to finish, with Koelsch Farms' Danny Koelsch running second for the entire distance to earn the final ticket into the richest Grand National of the year.

"I went pretty fast here last year, but we had a seized front cylinder," Sims said. "But that Honda works awesome. That's all there is to it. I couldn't do this without Bill Russell and my tuner Gordy Schopieray. Now all I need is a ride for Knoxville. This is my last one on this bike."

GRAND NATIONAL

The richest race of the year also turned into the cruelest for several riders right off the bat. With the threat of rain imminent, Kopp and King battled fiercely for control of the start as the 18 best dirt trackers in the nation scratched and clawed their way off the starting line. But Parker brought out a red flag after he slid high in turn one and collected several hay bales, scattering across the banking.

"I just kept my butt on the seat and

said, 'Keep goin' straight, baby,'" Parker said.

But then things went from messy to downright ugly on the restart as Varnes lost the rear end and low-sided in front of most of the pack. The ensuing chain reaction sent no fewer than four other riders - Morehead, Koelsch, Jenneman and Fletcher - tumbling into the hay bales or down the banking. Jenneman and Morehead got up with only bumps and bruises, but the three youngsters weren't as lucky. Fletcher stood up only to find that he'd rebroken his collarbone in exactly the same spot that was damaged during his testing accident prior to Peoria.

"Kevin fell down, and everyone just came down the bank and someone pushed my front end away," Fletcher said, not appearing to be in pain. "As soon as I got up I knew I did it again."

The Connecticut rider probably will miss the rest of the season.

Both Varnes and Koelsch were unable to get up as both suffered compound fractures to the right leg. Both were transported to Coldwater Community Hospital near Rosburg with Varnes later being taken to Miami Valley Hospital in Dayton to undergo emergency surgery (see Briefly...).

Once the race resumed, so did King and Kopp. King again took the lead with Kopp shadowing his every move. The two riders pushed each other hard and quickly broke free of the rest of the pack. King quickly found that he was in for a long race, however, as mechanical problems surfaced almost immediately.

"My throttle was hung up," King said. "I pulled the cables out with my leg. That's why I started going low. This is a fast track. It's so fast, and the groove is only three feet wide. I didn't want to hit the wall."

King's misfortune gave Kopp the advantage he was looking for, and he took it, drawing close in turns three and four and then zipping around the outside on the back straight to take charge on lap five. He would hold it for the next 15 laps.

Atherton, meanwhile, had gotten off to an excellent start, but the kid kept his cool and elected to let Kopp and King sort out before beginning to run them down. Parker and Butler were directly behind Atherton, and neither of them were out of the hunt yet, either. By lap seven, the front five ran nose to tail with an even two-length spacing separating them. King was the only rider deviating from the "rail" on top, dipping low and then drifting wide in the middle of the corners before setting up to exit on the high line. He held Atherton off until lap 10.

With Atherton now pursuing Kopp, King was busy keeping Parker back. Butler, in the meantime, was cruising a rather lonely fifth, a position that would only improve after the King disqualification. But either way, the former TCR rider put in his strongest finish of the

year for a team that continues to show more maturity each week.

"The last five laps I put in a good charge and started to catch those guys, but the track got slippery," Butler said. "I'd just like to thank Greg Crow and Steve Gardner for giving me such a good bike to ride and all of our sponsors helping us out all year. This is our best finish, and we are going to get one before it's over. This really helped our points situation. We're going as fast as the rest of them."

Parker dogged King for the rest of the race, pulling close and showing the Iowan a wheel, but King was just quick enough to keep him at bay for the entire distance. Every time that Parker got close at the entrance of the corners, King would slide up in front of him. Parker failed to pass King for third, but as things turned out, he didn't have to.

"Rich covered the line," Parker said. "I tried to get him. I think the track got slippery in the middle part of the race, and then it got tacky again at the end. I was just doing my job. It ain't gonna be won or lost at this race track. There are other race tracks. There ain't a guy here who is totally comfortable with this place. If they say they are, they're feeding you a line of shit."

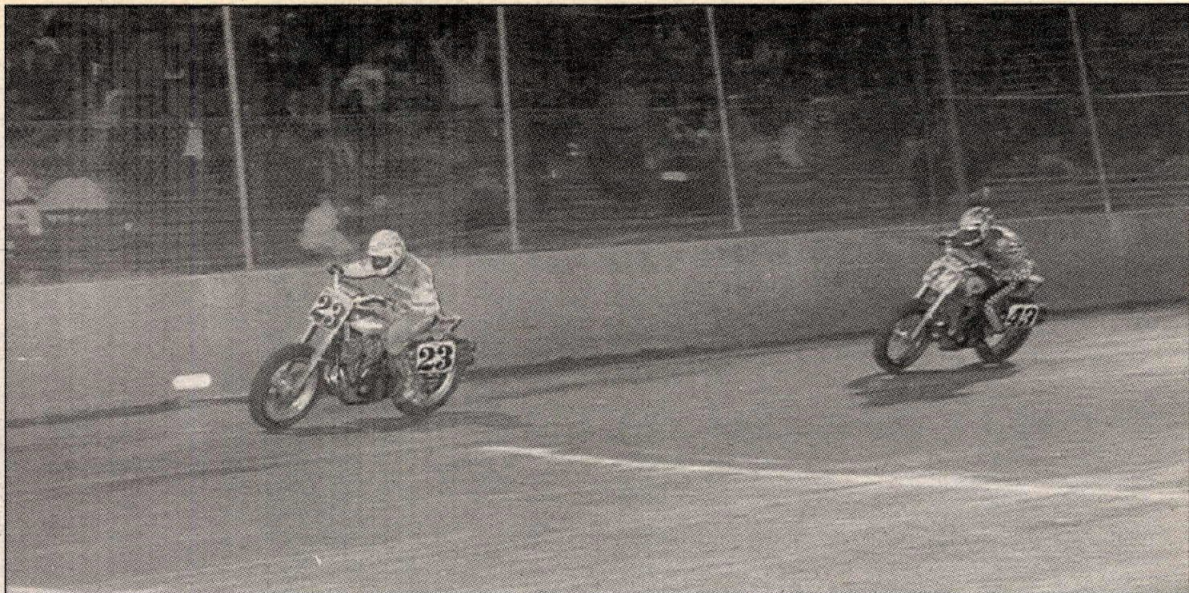
Whether he was comfortable or not, Atherton ran Kopp down just as he did in Hagerstown. It took a little longer this time, and King was right there to keep both riders honest, but Atherton was somehow pulling off the nearly unbelievable as it appeared that he was riding so close to the hay bales that there was no room left. He appeared to be making race track where there simply wasn't any, but it was driving him forward. Atherton used that same fraction of line to put Kopp away on the 20th lap.

"Joe was going good," Atherton said. "I knew I was going to have trouble getting around him because we were both on the same line. Fortunately I got next to him on the outside of him on the straightaway going into three and four. Then it became a shut-off contest. Nobody beats me at those."

Kopp refused to let Atherton get away, and the gritty Washington rider did his best to pull off a calculated game-winner as the duo were shown the white flag. Atherton ran high while Kopp dived as low as he dared in the hopes of pulling off a slide job. But Kopp wisely aborted after he realized that he had not made enough room and thus was more or less on a collision course with Atherton as he slid back up the bank toward the leader.

"I wanted to try that earlier, but I knew someone was right behind me," Kopp said. "I wasn't sure if I was going to skate up into him or not. I could have pulled it off if I'd been just a little closer."

Kopp's pain was once again Atherton's gain as the flamboyant Michigan rider grabbed his seventh career Grand



DIRT TRACK

AMA Grand National Championship Series

Round 18: Benson Ford/F&S Harley-Davidson Eldora Half Mile

National win, pulling ever closer to his ultimate goal - the championship itself.

"I saw Joe down there on the last lap, but he didn't have enough momentum going," Atherton said. "Hey, did you see me stop in turns one and two and look at those hay bales? I was hitting them every lap. We were definitely making race track."

And inroads on the title.

"I saw Parker sign a helmet today for a raffle, and he wrote 'Scott Parker, number one in 1996,'" Atherton said. "I don't think so. There are still three races left. I don't think I have to say what I'm thinking verbally, do I? Okay, I will... Here we come."

Eldora Speedway

Rossburg, Ohio

Results: September 14, 1996

(Round 18 of 21)

ACCEL HEAT 1 (10 laps; 13 riders, top 3 transfer): 1. Kevin Atherton (H-D); 2. Kevin Varnes (Hon); 3. Brett Landes (Hon); 4. Danny Koelsch (H-D); 5. Brent Armbruster (H-D); 6. Jason Fletcher (H-D); 7. Gary Rogers (H-D); 8. J.R. Schnabel (H-D); 9. Randy Shank II (H-D); 10. Ian Segedy (H-D); 11. Robert Tripp III (H-D); 12. Steven Gill (H-D); 13. Doug Scaggs (H-D).
Time: 3 min., 23.82 sec.

SUPERTRAPP HEAT 2 (10 laps; 13 riders, top 3 transfer): 1. Steve Morehead (H-D); 2. Dan Butler (H-D); 3. Will Davis (H-D); 4. Eric Bostrom (H-D); 5. Willie McCoy (H-D); 6. Terry Poovey (H-D); 7. Jim McIlvena (H-D); 8. Bret Beyer (H-D); 9. Pat Buchanan (H-D); 10. Robert Knapp (H-D); 11. Ken Mohler (H-D); 12. Lonnie Pauley (Hon); 13. Kyle Long (H-D).
Time: 3 min., 24.08 sec.

WISECO-KLOTZ HEAT 3 (10 laps; 12 riders, top 3

Rich King (80) held off Scott Parker (1) for third but was later disqualified when AMA officials discovered he was using an illegal rear tire.

transfer): 1. Steve Beattie (H-D); 2. Scott Parker (H-D); 3. Geo Roeder II (H-D); 4. Dan Stanley (H-D); 5. Greg Sims (Hon); 6. Paul Lynch (H-D); 7. Dave Camlin (H-D); 8. Georgie Price IV (H-D); 9. Paul Morgan III (H-D); 10. Les Washbon (H-D); 11. Jim Sumner (H-D); 12. Lance Jones (H-D).
Time: 3 min., 24.34 sec.

PRINT EXPRESS HEAT 4 (10 laps; 12 riders, top 3 transfer): 1. Joe Kopp (H-D); 2. Rich King (Hon); 3. Dale Jenneman (H-D); 4. Chance Darling (Hon); 5. Kenny Coolbeth (H-D); 6. Mike Hacker (H-D); 7. Chris Evans (H-D); 8. Paul Bergstrom (Hon); 9. Recil Hart (H-D); 10. Troy Thames (H-D); 11. Mike Varnes (H-D); 12. Scott Buchan (H-D).
Time: 3 min., 23.75 sec.

KENWORTHY MX PARK SEMI 1 (8 laps; 13 riders, top 2 transfer): 1. Chance Darling (Hon); 2. Brent Armbruster (H-D); 3. Willie McCoy (H-D); 4. Chris Evans (H-D); 5. Paul Lynch (H-D); 6. Paul Morgan III (H-D); 7. J.R. Schnabel (H-D); 8. Bret Beyer (H-D); 9. Robert Tripp III (H-D); 10. Troy Thames (H-D); 11. Ken Mohler (H-D); 12. Lance Jones (H-D); 13. Doug Scaggs (H-D).
Time: 2 min., 44.30 sec.

MIKE'S H-D SEMI 2 (8 laps; 13 riders, top 2 transfer): 1. Greg Sims (Hon); 2. Danny Koelsch (H-D); 3. Mike Varnes (H-D); 4. Paul Bergstrom (Hon); 5. Lonnie Pauley (Hon); 6. Georgie Price IV (H-D); 7. Ian Segedy (H-D); 8. Kenny Coolbeth (H-D); 9. Pat Buchanan (H-D); 10. Gary Rogers (H-D); 11. Terry Poovey (H-D); 12. Jim Sumner (H-D); 13. Kyle Long (H-D).
Time: 2 min., 44.76 sec.

ROEDER'S H-D SEMI 3 (8 laps; 12 riders, top 2 transfer): 1. Dave Camlin (H-D); 2. Jason Fletcher (H-D);



3. Mike Hacker (H-D); 4. Dan Stanley (H-D); 5. Eric Bostrom (H-D); 6. Les Washbon (H-D); 7. Recil Hart (H-D); 8. Robert Knapp (H-D); 9. Jim McIlvena (H-D); 10. Steven Gill (H-D); 11. Randy Shank II (H-D); 12. Scott Buchan (H-D).
Time: 2 min., 44.21 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Kevin Atherton (H-D); 2. Joe Kopp (H-D); 3. Scott Parker (H-D); 4. Dan Butler (H-D); 5. Dave Camlin (H-D); 6. Steve Morehead (H-D); 7. Will Davis (H-D); 8. Steve Beattie (H-D); 9. Brett Landes (Hon); 10. Geo Roeder II (H-D); 11. Chance Darling (H-D); 12. Greg Sims (Hon); 13. Brent Armbruster (H-D); 14. Dale Jenneman (H-D); 15. Jason Fletcher (H-D); 16. Danny Koelsch; 17. Kevin Varnes (Hon); 18. Rich King (Hon).
Time: 8 min., 28.03 sec.

AMA GRAND NATIONAL C'SHIP SERIES STANDINGS (After 18 of 21 rounds): 1. Scott Parker (244 points/4 wins); 2. Kevin Atherton (237/4); 3. Will Davis (225/3); 4. (TIE) Rich King (1 win)/Joe Kopp (210); 6. Steve Morehead (203); 7. Dave Camlin (158); 8. Kevin Varnes (152); 9. Brett Landes (115); 10. Jay Springsteen (104); 11. Steve Beattie (95); 12. Dan Butler (92); 13. Dale Jenneman (76); 14. Ken Coolbeth (59); 15. Terry Poovey (54); 16. Dan Stanley (51); 17. Ronnie Jones (49); 18. (TIE) J.R. Schnabel/Chance Darling (44); 20. Georgie Price IV (34).

Upcoming Rounds:

Round 19 - Knoxville, IA, September 21

Round 20 - Sacramento, CA, September 28

Briefly...

Both **Kevin Varnes** and **Danny Koelsch** underwent emergency surgery on Sunday, September 15, to repair the legs damaged in that five-rider crash during the main event. Varnes was operated on at Miami Valley Hospital in Dayton, Ohio, where he was fitted with an external fixator to fully immobilize the lower bones in his right leg, which were shattered. Varnes is expected to be out of action for six months. Koelsch underwent a similar operation at Coldwater Community Hospital near Rossburg to have his right leg pinned. Koelsch will likely face more surgery upon returning home as his surgeons did not have enough of the pins required to complete the operation. No prognosis has been given. Neither rider was scheduled to be released until at least Tuesday or Wednesday.

Danny Koelsch was able to relate few details of the crash from his hospital bed on Sunday. "All I remember is seeing Morehead go down in front of me," Koelsch said. "It's kind of a big black hole after that. But I think it was my own bike that came down on my leg."

The injuries weren't just reserved for the riders. AMA starter **Steve Faraci** took a shot to the right eye when a rock was kicked up, shattering his glasses and sending some of the lens into the eye. The stout Illinois official was seen later that evening wearing a patch and was expected to recover completely.

Mo' money: Promoter Steve Morehead once again went to great pains to ensure that his Grand National race was the most loaded event in history in terms of both money and prizes. In addition to the \$50,000 base purse, Morehead sold every lap of the main event to local businesses in order to get them involved in the event. Each lap paid \$50 to the lap leader, \$15 to second and \$10 to third.

Mo' money, mo' money, mo' money: USC Racing's Kevin Varnes received a \$300 check from Auto World of Findlay Ohio for posting a fast time of one minute, 22.87 seconds in the third of the eight four-lap scratch qualifying heats. The Eldora Half Mile drew 50 riders with AMA Referee Bruce Bober opting to qualify them all into the heats, thus there were two heats with 13 riders each - one rider more than usual.

For their podium finishes **Kevin Atherton**, **Joe Kopp** and **Scott Parker** also received Bulova watches courtesy of Tommy Duma at Kliven's Fine Jewelry of Warren, Ohio. Morehead took care of the heat and semi winners as well. Each **heat winner** received a **Goodyear racing tire** from A&A Racing Service while the **semi winners** picked up five gallons of **Fass Gass** from F&S Motorcycles. With his fourth-place finish in the third semi, Loral Lake Racing's **Paul Bergstrom** was the **top-placing rookie** and thus won a free custom helmet paint job from Paint Chip paint works. Bergstrom's father **Al Bergstrom** was also named the **ESAB Welding Mechanic of the Race** and picked up an ESAB welding torch set.

Despite being injured, USC Racing's **Ricky Graham** has displayed better attendance at the Nationals than he did when he was riding. The three-time Grand National Champion has been selling T-shirts, signing autographs and counseling several of the younger riders on the circuit ever since breaking his shoulder at Oklahoma City. Graham also has planned to resume his Dirt Track University. The new information number is 408/455-1113.

Ricky Graham also told *Cycle News* that his shoulder is not healing properly and that he is scheduled to pay another visit to renowned orthopedic surgeon Arthur Ting the week after Eldora to determine a course of action.

"I'm speechless," R&R/Team Saddlemen's Craig Rogers replied after he learned that his rider **Rich King** was disqualified. King was 86ed when post-race inspection revealed that his motorcycle was running a Goodyear CD5 tire on the rear wheel, which is legal for the front only on a 750. AMA rules mandate a CD8 for the rear of a 750. It is speculated that somehow the team inadvertently swapped the CD5 onto the bike, which passed tech each time before going out onto the race track. "I have to appeal it," Rogers said. "The AMA checked it five times from the scratch heat to right before, and it went through tech that way. It was our fault for putting it on there, but they should have caught it earlier." AMA National Technical Inspector **Rob King** said that the AMA would hear the appeal, but King warned that the pre-race inspection process is more of a safety check while the post-race inspection is more of a rules check. "The rule clearly states that the motorcycle must pass inspection *post-race*," King said.

There was plenty of bike-swapping going on at Eldora. Bob Norfleet Racing's **Georgie Price IV** borrowed Dave Burks' Harley-Davidson of Missouri XR750 for the event while at the same time loaning his own XR750 to R&R Team Saddlemen's Gary Rogers after Rogers' Honda RS750 lost a crank. Rogers looked as impressive on the XR in his scratch as he has all season, and his team owner and father confirmed that the youngster will be aboard a Harley-Davidson in 1997. "We're going to give the two Hondas to Rich for next year, and Gary will be on an XR," Rogers said. "That way he can work on it when he stays at Gary Stolzenburg's house in Ohio during the summer." Bartels' Harley-Davidson's **Eric Bostrom** was mounted aboard one of the Rider's Harley-Davidsons of **Lance Jones** after his own bike blew up at Springfield and had not yet been repaired. None of the riders made the main event.

Scott Parker made a rather interesting observation on the Jim Landes Team Undo operation after getting a look inside the team's bus to use the facilities. "Now that's the way to travel," Parker said. The Landes rig, a 40-foot Prevost bus with a World Coach conversion, is among the most immense big rigs to be found in the pits at the Grand Nationals.

Will Davis also made a machine swap of sorts, electing to go ahead and ride one of Don Camlin's "Down Under" racing chassis, a machine which places the shock in a horizontal position under the engine, at Eldora. Davis reported that the bike was working well after the first practice sessions. "It's workin' as good as anything right now," Davis said. "It's hard to tell with the track being so slick. It's fun to ride. I tested one at Indy, and right away I

knew that it was going to be good." Davis ended up seventh aboard the machine in the final.

Rich King wasn't the only rider who was under the weather at Eldora. Lynch Racing/Beale Peterbilt's **Paul Lynch** was suffering the effects of the flu that he had been struggling with for most of the week. "I got it Wednesday night," the 17-year-old Lynch said. "I haven't missed any school because of it. I miss too much school because of racing. I don't have time to miss it because I'm sick." Lynch rode steadily all evening but did not make the main event.

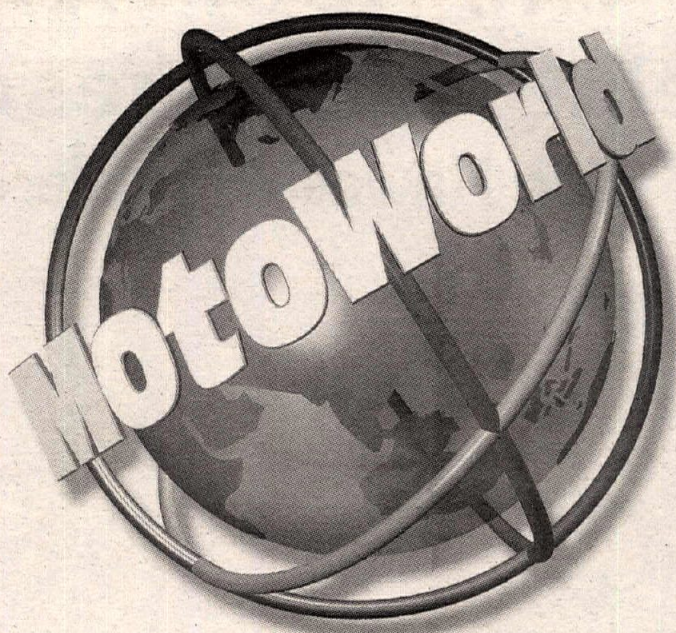
R&R/Team Saddlemen boss **Craig Rogers** reported that his team was testing a new Torco race fuel at Eldora. The gas was made by CPM Racing. "It's just a new line that they're coming out with that we're trying," Rogers said. "We just got it teched tonight."

The main-event crash that injured Kevin Varnes, Danny Koelsch and Jason Fletcher was only the second crash of the day. IM Leathers' **Chris Evans** was the first casualty of the day after he slid out in turns three and four during his scratch heat and bent up his Harley-Davidson. "I just caught a hole and spun it around," Evans said. "I sprained my ankle at work last week, so this didn't help that. I'm trying new stuff, and I'm to the point of killing myself with this thing." Evans made repairs in time to make the show, but a fourth-place run in the fourth semi ended his chances for a main-event berth.

Steve Morehead found out who his true friends were after he was caught up in the first-turn crash during the main event. Morehead, Gary Stolzenburg and crew as well as fellow Ohioans **Larry Pegram Sr.** and **Larry Pegram Jr.** and Lynch Racing's **Mike Wheeler** managed to get Morehead's badly tweaked F&S ride back in the show in less than 10 minutes, but they did have to concede their front-row starting spot. "I guess we'll just start on the back row and see what happens," the veteran said. "I've already been on my ass once, so we'll just have to let it hang out now. Morehead stormed back to a solid sixth-place finish in the main event behind **Dave Camlin**, whose fifth-place finish mathematically eliminated him from a chance at the championship. Ditto for the finishes of Varnes and Morehead.

TCR Racing team manager **Tom Cummings** reported that he is really pleased with the progress that his team has made this year. "Kevin's been real level-headed all year," Cummings said. "He's just keeping his cool. That's the biggest thing I've seen. He isn't trying to win it all in one lap. He knows that he can catch those guys. And Will is doing a great job. Back home we're working from 8 a.m. to midnight - all of us. I can't say enough about Dennis Town and Randy Brady, Davey Watts - we're all sharing the load. I think it's showing on the race track."

Ditto for **Kenny Tolbert** who said he thinks his rider **Joe Kopp** is far ahead of schedule despite the fact that the team has remained winless thus far. "He's ahead of where I thought he'd be," Tolbert said. "And we've still got three races left. If we played our cards right, we could end up winning all three of them. We started slow, and we're coming on strong at the end. That's what it takes to win a championship."




Join Bob in September for down to the wire coverage of the AMA Motocross Series finale in Delmont, the inside track on the Italy and Spain Grand Prixs, and an exciting look at the MX des Nations.

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MOTOWORLD 2
SEPTEMBER 1996 SCHEDULE ON ESPN2

Original Show Telecast Repeat Telecast

EASTERN TIME

9/8	Sunday	4:30-5:00pm	& 9/9	Monday	3:00-3:30am
9/20	Friday	8:00-8:30pm	& 9/23	Monday	3:30-4:00am

MOTOWORLD
SEPTEMBER 1996 SCHEDULE ON ESPN2

Original Show Telecast Repeat Telecast

EASTERN TIME

9/4	Wednesday	3:00-3:30pm			
9/6	Friday	11:30-12:00am	& 9/7	Saturday	11:30am-12:00pm
			& 9/10	Tuesday	3:00-3:30am
9/14	Saturday	11:30-12:00pm	& 9/15	Sunday	8:30-9:00pm
			& 9/18	Wednesday	3:00-3:30am
9/20	Friday	7:30-8:00pm	& 9/21	Saturday	11:30am-12:00pm
			& 9/25	Wednesday	3:00-3:30am
9/26	Thursday	11:00-11:30pm	& 9/28	Saturday	11:30am-12:00pm
			& 10/1	Tuesday	3:00-3:30am



125cc 250cc AMA MOTOCROSS
1996 SCHEDULE ON ESPN

EASTERN TIME

Washougal, WA	9/4	Wednesday	12:30-1:30am
Binghamton, NY	9/28	Saturday	1:00-2:00am

1996 SCHEDULE ON ESPN2

EASTERN TIME

Washougal, WA	9/6	Friday	7:30-9:30pm
(repeat)	9/13	Friday	12:30-2:30am
Binghamton, NY	9/10	Tuesday	7:30-9:30pm
(repeat)	9/14	Saturday	4:00-6:00pm
Delmont, PA	9/20	Friday	8:30-10:30pm



WORLD GP
1996 SCHEDULE ON ESPN

EASTERN TIME

Austria	9/7	Saturday	1:00-2:00am
Czech Republic	9/14	Saturday	1:00-2:00am

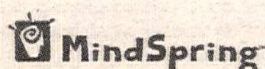
1996 SCHEDULE ON ESPN2

EASTERN TIME

Italy	9/15	Sunday	3:00-5:00pm
(repeat)	9/18	Wednesday	12:00-2:00am
Catalunya	9/22	Sunday	12:30-2:30pm
(repeat)	9/25	Wednesday	12:00-2:00am



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1997 KDX220R

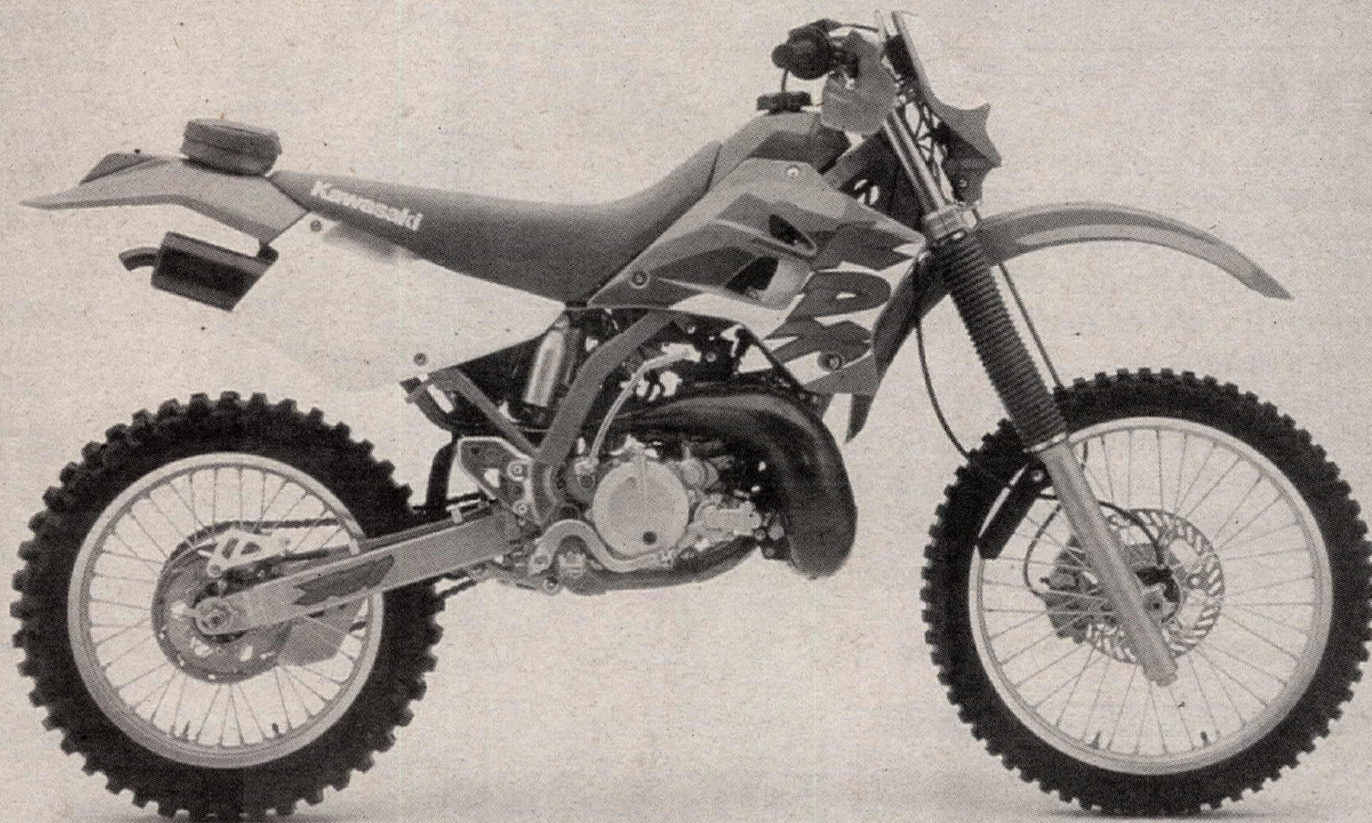
Kawasaki

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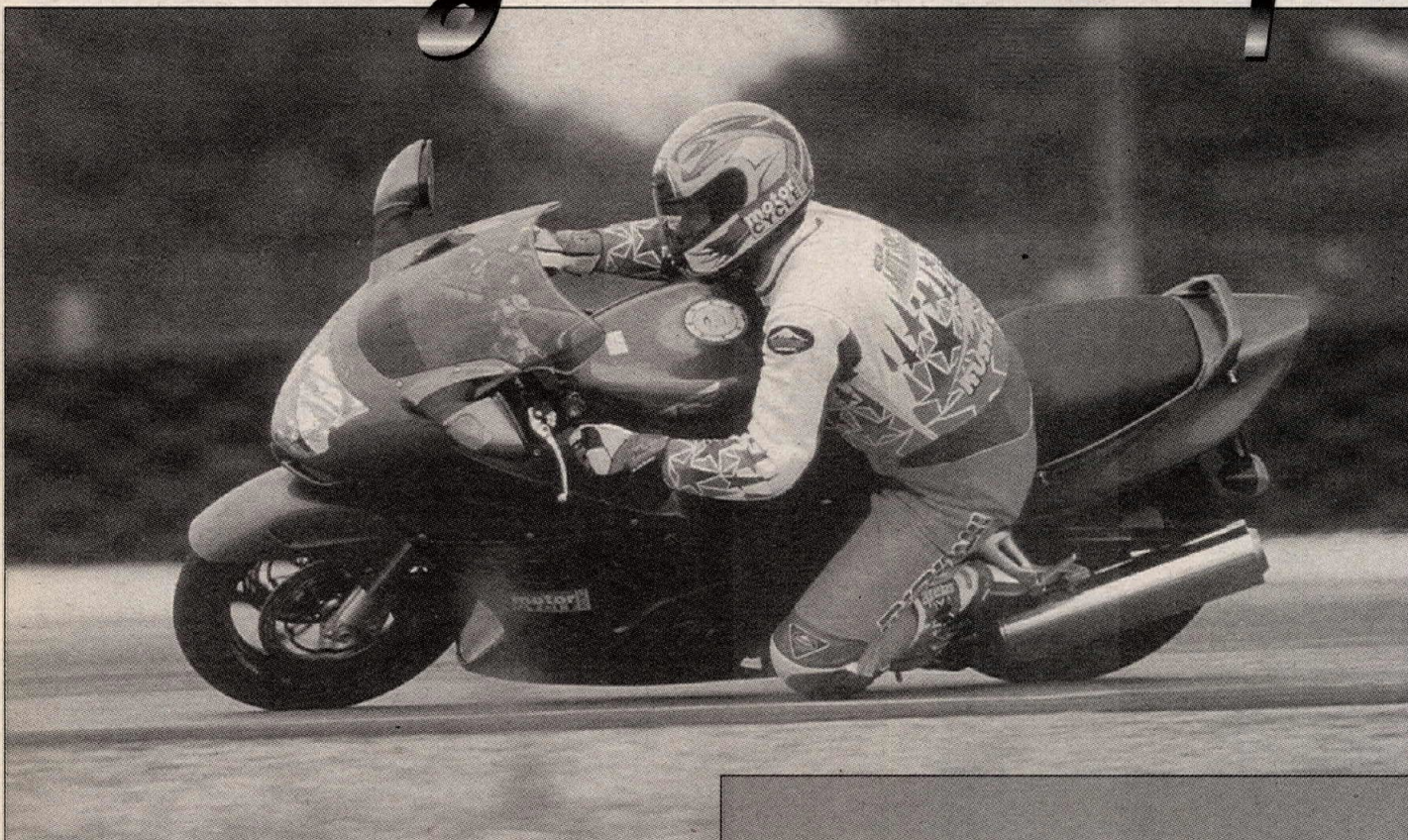
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Pushing the envelope



By Ken Wootton
Photos by Henny Stern

The organizers will not be able to intervene if you are arrested for traffic offenses." That was the sobering warning printed in the information booklet handed out to the world's motorcycle press at the launch of Honda's much-touted CBR1100XX.

With a speed limit through French towns of 30 mph, and a maximum on the rural roads of only 55 mph, it was unlikely that the XX would even get off the idle stop. And let's face it, when you get a bunch of motojournalists together the chance of the rules being adhered to is minimal - especially when the bike in question is being openly marketed as the world's most powerful and fastest production motorcycle.

Luckily for us, Honda had also booked the famous Paul Ricard Circuit near le Castellet in the south of France so any frustrations caused by the weekend's crowded French roads could be overcome on the mile-and-a-quarter-long Mistral Straight.

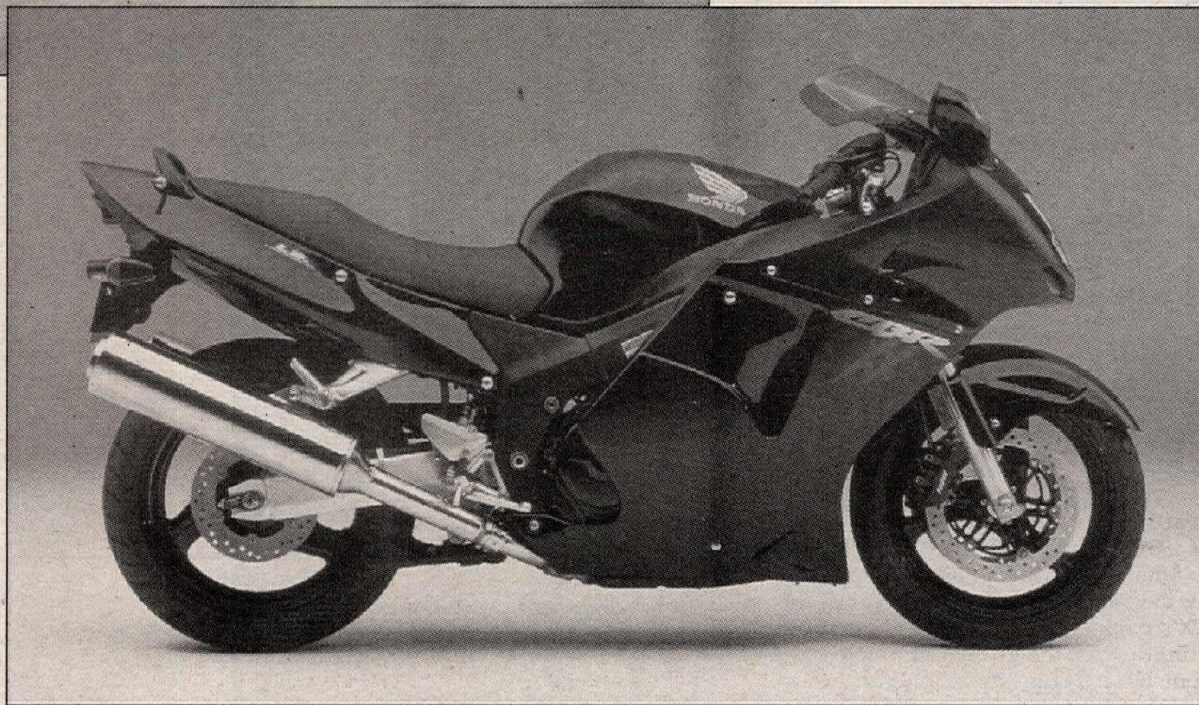
Speaking of which, have you any idea how difficult it is to breathe when your nose is being spread from one ear lobe to the other? Or how difficult it is to focus when your cheeks are being forced upward into your eyebrows and your head feels like it's about to be violently wrenched from your neck?

Welcome to life behind the bars of a CBR1100. That was the situation I found myself in as the speedometer nudged ever closer to 180 mph, and the terrifyingly fast Courbe de Signes at the end of Mistral Straight approached faster than my confused brain could register.

Pause for a moment and contemplate that speed. One hundred and eighty miles per hour meant that I was skimming across Paul Ricard's grippy pavement at over 260 feet per second. Still not impressed? Let's put that in perspective. For every third of a second that I

(Above)
Australian
Motorcycle News
editor Ken
Wootton at speed
on the new Honda
CBR1100 XX.

(Right) The highly
touted XX is
claimed to
produce 162
horsepower.



hesitated about the approaching corner, another 100 feet was passing under the XX's fat Bridgestone radials. Not only was there no room for error, there wasn't even time to sneeze.

Cosseted behind the XX's svelte aerodynamic fairing, the windblast wasn't a concern, but as soon as I stuck my nose nervously over the rim of the rakish tinted screen, all hell broke loose. That's when the helmet visor got forced back into my face, my neck seemingly grew by four inches and the simple act of just breathing became a major undertaking.

Am I exaggerating? Try this simple exercise. Next time you're cruising along the freeway at a steady 65 mph in your mom's Chevy Chevette, try sticking your hand (or head) out the window.

Surprised by the windblast? Imagine that multiplied by three, with your survival dependent on being able to move your whole torso against those forces so as to control the projectile you're astride. Get my drift?

That's why my head was poking nervously over the screen, trying to pinpoint the braking marker so I could flick right at nearly 150 mph. Remember, a moment's hesitation at those speeds and I'd be 250 feet off the track and digging drainage ditches in the spectator mounds with my proboscis.

This sort of carry-on isn't something that would normally be expected of a sport tourer. Thus it's a credit to Honda that it had enough faith in its road-going motorcycle to launch it at a race track which, by its nature, imposes stresses on a motorcycle not normally encountered on public roads.

WHERE IT SITS

It's worth spending a few minutes here positioning the CBR1100XX in the market. Forget Honda's marketing hype about it being a Supersport - that's the niche filled by bikes like the sibling CBR900, Kawasaki ZX7R and Suzuki GSXR750T. No, the CBR1100XX is more sport tourer, and as the accompanying

sidebar story on the XX's chassis shows, it sits smack bang between Yamaha's YZF1000 and Kawasaki's ZX11 in chassis geometry.

The figures suggest the Honda should be nimbler and lighter than the ZX11, but less razor sharp and heavier than the Yamaha. We'll have to wait for a full comparison of the three before passing final judgment on that score (as well as top speed), but initial impressions suggest that while the XX is indeed nimbler and more responsive than the Kawasaki, it doesn't possess the ZX11's legendary rock-solid stability.

That's not to say that the XX couldn't cope with flat-out high-speed runs. Far from it. Along the slightly uphill Mistral Straight with a strong wind hitting the XX three-quarter front-on, the bike tracked as straight as an arrow.

There wasn't a single twitch or weave, and I saw over 175 mph indicated on the dial lap after lap. I've no doubt that, given another 500 yards, the magical 185 mph would have been indicated. That's seriously fast.

No, where the XX got a bit squirrely was under brakes and when changing direction in the esses, although to be fair, there was nothing too disconcerting.

At the speeds the XX was hitting, it would have benefited from a firmer suspension setup for the track too, especially to limit the front-end diving under heavy braking.

It was only in hindsight that I realized I'd been doing things to a sports-tourer that none of its peers could have coped with. There is no way a ZX11 could get around the turns as quickly, and there is no way a ZX9R can match the lowdown grunt of the big Honda.

TRUTH IN STATISTICS

The power and torque figures are proof of that, although we'll have to put the XX on the dyno to get the real truth.

With a claimed 162 horsepower, the Honda has a marked power advantage over its opposition, but it's in the torque department where the Honda comes up a winner for everyday use.

Whereas the ZX11 and YZF1000R have and 81 and 79.6 foot-pounds, respectively, both at 8500 rpm, the CBR1100 has 91.9 foot-pounds at only 7250 rpm. That's quite an advantage, which probably explains why the Honda was quite happy to putt along in top gear (sixth) at only 2000 rpm, which equates to 37 mph. Redline, incidentally,

The CBR1100's heart

To extract a claimed 162 horsepower from the CBR1100XX's powerplant required more than just a makeover of either the CBR1000 or CBR900RR's engines. The XX's engine is all-new, although it would be fair to say that it combines much of the technology learned through the construction of the aforementioned powerplants, along with the engine of the CBR600.

The XX's engine is canted forward by an additional 22 degrees compared to the CBR1000, while the included valve angle has been reduced from 32 degrees, as found in the CBR600/900, to 30 degrees. Valve actuation is by bucket and shim, and attention to mass minimization has seen 22 pounds shaved from the CBR1000's engine, even though the XX sports an extra 140cc and a unique dual-balance-shaft design.

The latter has two benefits: the virtual elimination of high-frequency vibration - and, due to that, the ability to use the engine as a stressed member of the frame.

To eliminate vibration, many manufacturers rubber-mount their engines, which then requires the frame to be made stiffer (and heavier). The XX solves both these dilemmas with its dual-balance-shaft design, which features one balancer gear-driven off the front of the crankshaft and the second driven off an idler gear above the crankshaft.

The XX's liquid-cooled DOHC 16-valve four has bore and stroke dimensions of 79 x 58mm for a capacity of 1137cc, with a compression ratio of 11:1 and D-shaped ports similar in design to those found on the HRC heads normally reserved for the likes of factory RC30s and RC45s. Honda claims 162 horsepower at 10,000 rpm and torque of 91.9 foot-pounds at 7250 rpm.

Ignition is handled by a computer-controlled three-dimensional mapped unit similar to that on the '96 CBR900RR, with sensors that monitor throttle angle and engine speed. Similarly, the bank of four 42mm flat-slide CV carbs is similar in design to the CBR900RR's carbs (with throttle-position sensor mentioned above).

The alternator is mounted on the left-hand end of the crankshaft to allow room within the crankcases for the two balance shafts. However, engine width is not compromised - the narrower spacing of the XX's

cylinders and the side-mounted cam chain has allowed the cylinder block to be substantially downsized over that of the CBR1000.

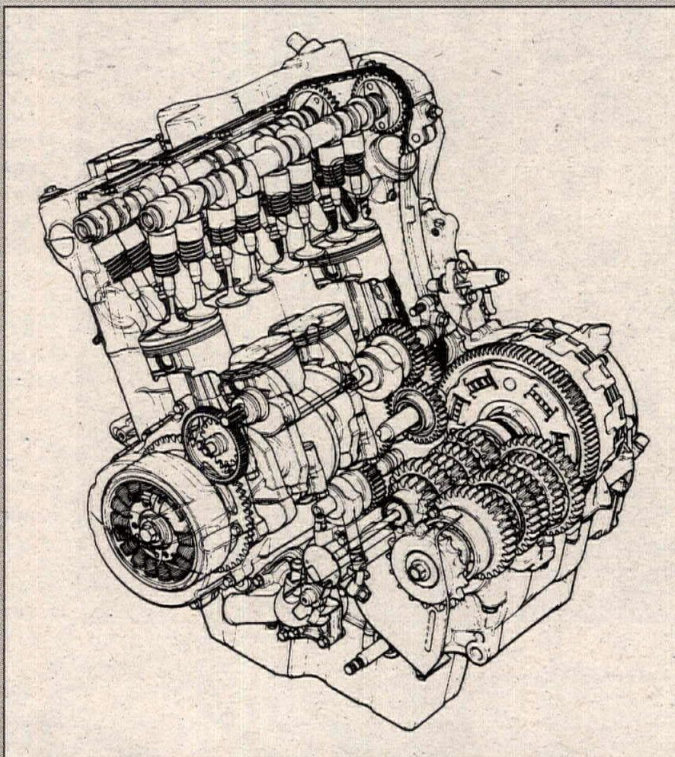
Cooling duties are handled by a large aluminum radiator with an oil cooler mounted below the steering stem and fed by air through the two slots under the headlight.

Honda's engineers have paid particular attention to noise reduction, with the clutch cover floating on a rubber gasket and the primary drive gear using a spring-loaded "scissor-type" arrangement to dampen backlash. Keeping exhaust noise in check is the 4-2-1-2 system, which has stainless-steel mufflers and a painted steel header section.

The CBR1100XX doesn't sport a ram-air system, but has its cool intake air routed into a large 9.5-liter airbox via the fairing's front opening. This is further aided by a "ceiling panel" which isolates the intake air from the heat given off by the radiator and engine.

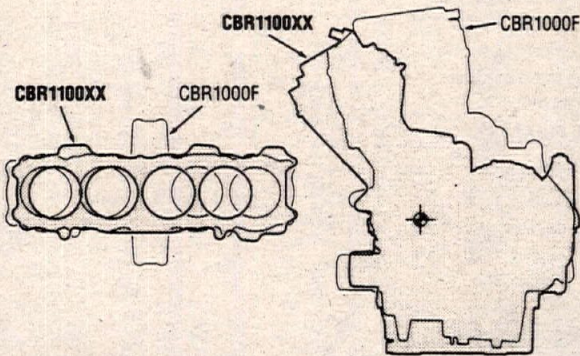
This divider panel combines with the cockpit panels to create a large cool-air extension "reservoir" to the airbox, with two large-capacity ducts drawing the XX's intake air from this area. The two vents under the headlight play no part in the XX's intake.

With a claimed 162 horsepower on tap, Honda's engineers decided that there was no need for the addition of a ram-air system, despite having such a system on the CBR600. However, one can't help but imagine that should a rival manufacturer try to outdo the XX, the Honda wizards simply will bolt in some panels and find another 10-15 horsepower. Now there's a frightening thought.



Cylinder Block Comparison

Engine Size Comparison



is at 10,500 rpm (a theoretical top speed of 195.3 mph).

I have to admit to being impressed by the seamless spread of power of the XX's engine. Not only will it commute "timidly" at the aforementioned 2000 rpm, but it'll spin effortlessly through to the 11,500 rpm rev limiter - something I found quite often around the 3.59-mile track. There's no shortage of breath up top on the Honda, even if the backroom boys have decided against ram-air (at least for now).

ON TRACK

For a comfortable, user-friendly, sport-touring road bike, the XX's ability around Paul Ricard was impressive.

That "twitchiness" which I mentioned earlier could be put down to two areas. Firstly, at 490.6 pounds, it's still a big bike to throw around at racing speeds - the Yamaha is 55 pounds lighter, and the CBR900RR is nearly 84 pounds less porky. Riding around at breakneck speeds on compliant suspension tuned for the road didn't do the XX any favors when it was getting flung into corners at rickulous velocities.

That the bike is so forgiving and tolerant of fools is a huge feather in its cap. I remember one particular "moment" when I barreled into the S de la Verrerie along the shorter front straight and dug the left footpeg into the bitumen. The

Built to fly

Without a doubt, the most striking aspect of the CBR1100 is its fairing design. Clean aerodynamics were at the top of the list, and there can be no doubt that the bullet-shaped nose and the twin stacked headlights will create plenty of discussion.

So, too, will the color options. All three variants are somewhat understated with decals and graphics kept to a minimum. The bike comes in three color options: titanium metallic (as on the test bike), mute black metallic and candy muthos magenta.

Honda's claims for the XX's aerodynamic efficiency are impressive, with a Cd figure better than Honda's own NSR250 racer-replica. In fact, according to Honda, the frontal area of the XX is equivalent to that of the average 50cc motorcycle.

One of the problem areas Honda's stylists attacked was the headlight placement, which traditionally has required a blunt frontal area to accommodate the light(s). With the need to taper the nose of the fairing to a bullet-shaped point for aerodynamic reasons, the XX's novel "piggyback" headlight was developed.

The separate low and high beam units are each lit by a 55-watt bulb, with Honda dubbing its innovation a "free-form, multi-curvature reflector design." It offers nearly twice the brightness of a conventional dual-bulb light of the same wattage, according to Honda.

But the aerodynamic wizards didn't rest with just the headlight. The frontal area of the XX was designed with the fairing opening tapering behind the front wheel to give the smallest possible opening while still

allowing adequate air for cooling. There are no broad engine surfaces to act as a windsock on this baby.

The fairing itself features a reduced number of body panels to give a cleaner look (with fewer fasteners to disturb the air flow), although the downside of this is that in the case of a tumble, it won't be possible just to replace a small damaged panel, as the damage will be part of a much larger component.

Many of the fairing panels have been formed using gas-assist injection pioneered in the consumer-electronics industry. This allows for thinner but stronger panels, which means less weight and less bracketing, but also panels that don't flex as much.

The fasteners for the fairing panels are small and flush-fitting, taking the aerodynamic component of the XX a step further.

Another item to cop the wind-tunnel treatment is the front fender, which features a long nose, deep side valances and two ducts that assist high-speed stability.

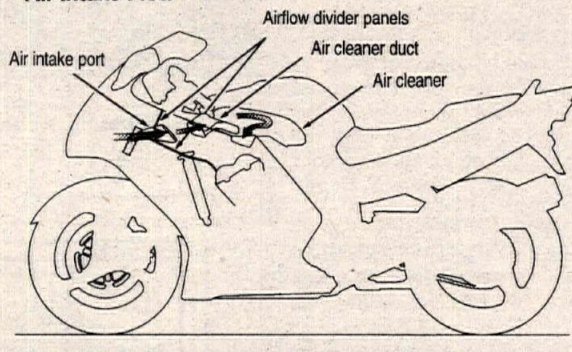
At high speed, these ducts create a low-pressure zone on the upper surface that draws jets of air up from under the fender, countering the wind's effect on the front wheel.

Like the fairing panels, the fender is molded using gas-assist injection to provide a rigid "fork brace."

Even the front turn indicators have been moved from the fairing sides to the mirror pods to improve the wind-cheating ability of the CBR.

Thankfully, the mirrors stick out far enough and are large enough to be more than just cosmetic add-ons. With the deceptive mile-munching ability of the CBR1100XX, it will pay to keep a wary eye out for flashing red lights.

Air Intake Flow



XX didn't even twitch, although as the BT57s were "unloaded," the whole bike drifted across the circuit. At that point, the XX was doing around 115 mph.

The 500cc GP bikes don't even use that part of the circuit, peeling right before then to utilize the "short" circuit, which cuts out a third of the Mistral Straight as well. Wimps...

EN GARDE DEUX CHEVAUX

It was on the public-road loop through the surrounding hills that the Honda really impressed, however. Lap after lap of redline speeds on the track had masked the XX's midrange punch, but twisting the throttle on public roads soon put the bike's performance in perspective. Want to overtake that Citroen 2CV blocking your lane? Don't bother changing gears if you've got at least 2000 rpm on the tachometer - just hang on tight.

For the record, the gearbox isn't as smooth shifting as I've come to expect of Hondas of late, although the slight clunkiness didn't lead to any missed shifts or false neutrals. As long as I was positive with my foot movement, then the gearbox was likewise.

The seating position is excellent, with no strain on the wrists and good projection from the fairing. And I should know about the latter, as it rained *les chats* and *les chiens* for the second half of my battle with errant Pugs and R5s.

In fact, the hazardous conditions really allowed the XX to shine - like the diesel-stained roads. It was the first rain in southern France for over two weeks, so the blacktop was somewhat slimy.

I'll admit up front that I had my doubts about the linked brake system at the race track. Just using the front lever caused no ill effects, but dabbing the rear as well at warp velocities when braking hard into the apex would unsettle the bike.

That is where the second part of the XX's "twitchiness" comes in (mentioned about six paragraphs ago), with the repertoire on "normal" brake setups. To be fair, braking hard in a straight line at the track using the front lever with minimal rear pedal had the bike shedding

TEST

1997 Honda CBR1100XX

Evolution, not revolution

Strip away the distinctive bodywork, dual CBS brake system and the impressive 162 horsepower claim and the CBR1100XX really is quite an "ordinary" motorcycle as far as a mid-1990s sport tourer goes.

The frame design is based on that of the CBR900RR, with large, triple-box-section aluminum spars welded to a cast steering head and die-cast alloy pivot plates (with inner reinforcement ribs).

The engine bolts rigidly to the frame via the upper crankcase casting and left side of the cylinder head, with the bolt-on rear subframe made of box-section steel tubing. The swingarm is a 40mm x 90mm triple-box-section aluminum unit.

Wheelbase is 58.7 inches, rake is 25 degrees, trail is 99mm and claimed dry weight is 490.6 pounds. The ZX11's figures are 58.9 inches, 26.5 degrees, 107mm and 512 pounds, respectively, while the Yamaha comes in at 56.3 inches, 24 degrees, 97mm and 435.6 pounds.

That would seem to put the XX smack bang between the pair, although the Honda does have the slightly higher seat height - 32.4 inches versus the YZF's 31.6 inches and the ZX's 31.2 inches.

Suspension duties are handled by a set of non-adjustable 43mm cartridge-type forks up front and a Pro-Link single shock rear with stepless rebound-damping adjustment. Both ends offer 4.8 inches of wheel travel.

The tires are 120/70ZR17 and 180/55ZR17 Bridgestone BT57 radials, although Dunlop D205 and Michelin Macadam radials are also fitted as original equipment in some markets.

Rounding out the chassis package is a removable one-piece seat with handy U-lock storage, a molded nylon grabrail, four sturdy bungee takeoff bolts, a centerstand with handy lifting handle and a lightweight electronic dash panel with clock.

As mentioned earlier, the CBR1100XX's chassis is nothing out of the ordinary - just a proven design that can accommodate the 186-mph top-speed potential with minimum fuss.

(Left) The XX features a triple-box-section aluminum frame. The engine bolts directly to the frame via the upper crankcase casting and left side of the cylinder head.

(Below) The new XX uses Honda's Dual Combined Brake System (DualCBS), a system which simultaneously engages both front and rear brakes when either the front brake lever or rear brake pedal is used.

marginal conditions on public roads, I'll give it the thumbs up. It has plenty of power, plenty of feel and plenty of progressiveness and predictability. However, I'm not as convinced of its merits for ten-tenths riders who know what they're doing (if such a creature exists).

Let's put the DCBS inclusion on the CBR1100 down to Honda's contribution toward the safety lobby.

GRANDMA'S CHOICE

While most of the hype surrounding the new Honda will focus on its whopping 162 horsepower and 186-mph top speed, let's hope that the dynamic safety of the bike isn't overlooked. I can't emphasize enough what a user-friendly motorcycle the XX is - your grandma could hop aboard and tootle off the the local store without feeling intimidated. The steering is light, yet positive, the suspension comfortable, yet sporting, the seating position user-friendly and fatigue-free, and the fairing distinctive, yet effective.

And there are plenty of nice touches. The passenger grabrail is a "comfortable" nylon design; the bungee cord takeoff points look classy while being sturdy, and there's even a centerstand to make chain oiling a one-person operation.

The CBR1100XX is a very impressive motorcycle, and when it arrives in dealerships it will join a number of other impressive motorcycles on the market - Kawasaki's ZX9R and ZX11, Yamaha's YZF1000 and Suzuki's RF900R and GSXR1100.

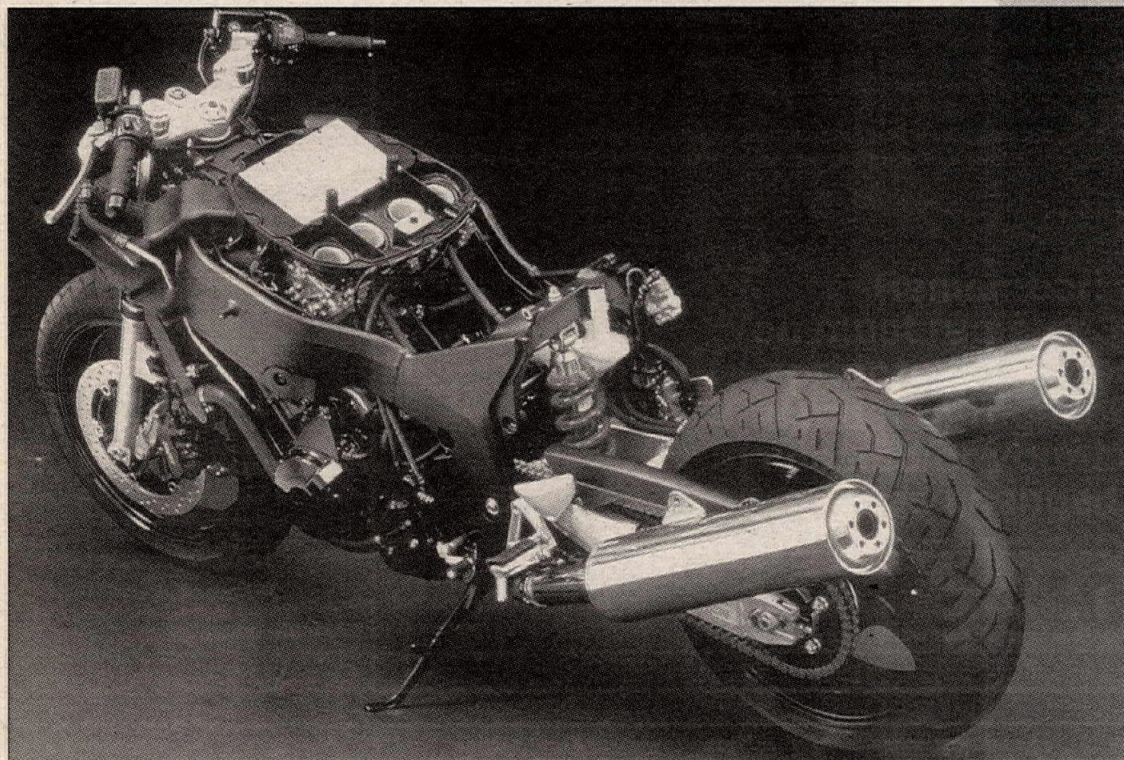
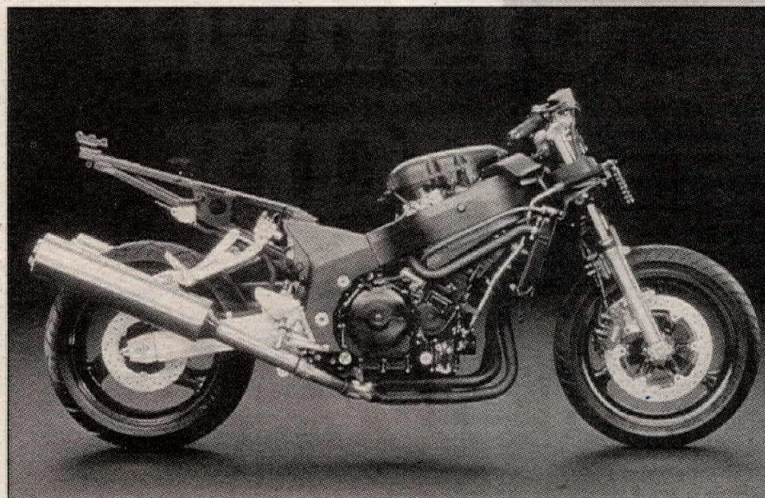
In building the CBR1100XX, the world's largest motorcycle manufacturer has shown what it can do when it decides to get serious. And I can guarantee that when

you're blasting along Mistral Straight with the speedo needle edging toward 180 mph, and you know you're going slightly uphill into a headwind, you just sense that what you're riding is a very, very serious contender for the world's fastest mass-produced motorcycle. The fact that it's also very, very competent in everyday usage is just an added bonus. **EX**

velocity impressively, and with good stability. It was only when braking hard into a turn or into the esses halfway along the shorter front straight that the combined system raised doubts in my mind as to its effectiveness on what Honda calls a "SuperSport" motorcycle.

Why don't Michael Doohan, Aaron Slight and Carl Fogarty use DCBS, and why don't the RC45 and CBR900RR come with DCBS? The answer, probably, lies in the skill of operators, and let's be honest, not everyone who'll buy a CBR1100XX will have those skills.

DCBS is a road system to improve braking performance for the majority of riders and, after sampling the XX's upgraded second generation DCBS in



Braking with tradition...again

The CBR1100XX utilizes Honda's Dual Combined Brake System (DualCBS), which was first introduced on the 1993 CBR1000F and then revised on the 1996 ST1100 CBS-ABS-TCS. The system simultaneously engages both front and rear brakes when either the front brake lever or rear brake pedal is used.

The CBR1100XX's Dual CBS features a set of three compact three-piston calipers that are controlled by two independent hydraulic systems. The two other pistons of the front calipers are controlled by the brake lever, and the two of the rear are controlled by a servo mechanism-actuated secondary master cylinder mounted on the left front fork slider.

The center pistons of all three brake calipers are operated directly by the foot brake pedal.

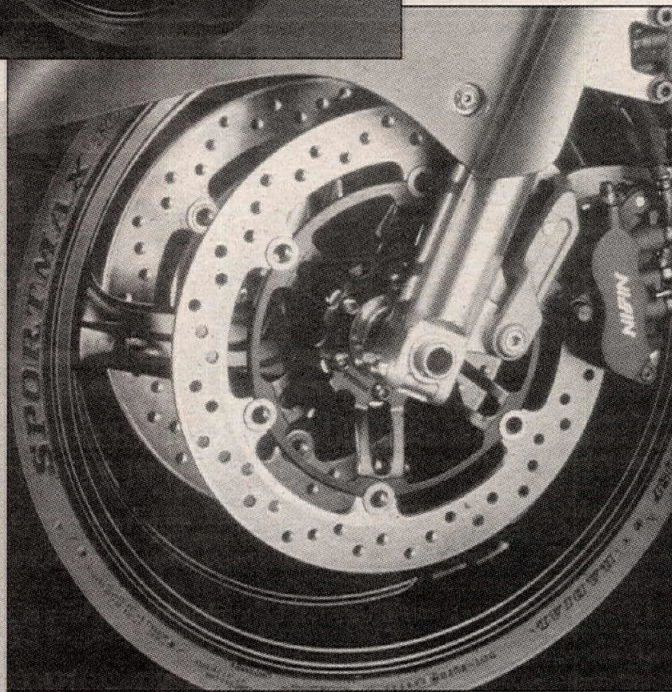
The system's innovative servo mechanism uses the rotational torque exerted on the front calipers when engaged to actuate a secondary master cylinder, which in turn applies a corresponding amount of pressure to the outer pistons of the rear brake caliper. This pressure is regulated in three stages of operation by a proportional control valve.

Because the two systems are independent of each other, both the foot pedal and the hand lever can be used in any combination without resulting in excessive braking force or other unusual responses, Honda claims.

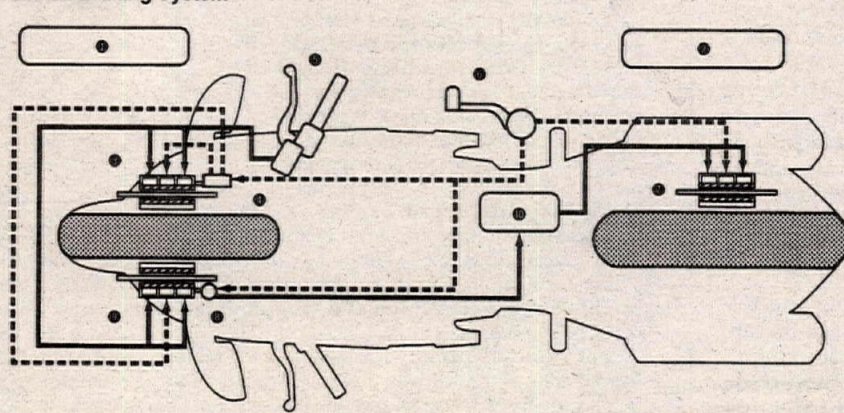
Interestingly, the XX's system features a delay valve that is claimed to smooth front brake engagement to minimize its associated dive when performing minor speed corrections with only the foot pedal. This was a criticism of the early CBR1000F system when the bike was ridden...er, sportingly.

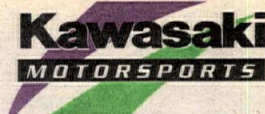
Positioned between the foot brake's master cylinder and the center pistons of the front brake calipers, the delay valve engages only the left-hand front caliper at first, reducing the initial front wheel braking force by nearly half. As pedal pressure increases, the delay valve introduces pressure to the right-hand front caliper, which rises to match the pressure to the left-hand caliper at a preset level.

The XX's front rotors are 310mm floating items (5mm thick), while the rear is 256mm in diameter. The calipers are Nissin, and the pads are sintered metal.



Linked Braking System





JULY-AUGUST RESULTS



***This sixteen-year-old has one driver's license
and nine national championships.***

Ricky Carmichael was a young rider waiting for a good reason to turn pro. On the weekend of August 13-17, at Hurricane Mills, Tennessee, he found reason enough, winning an unprecedented ninth AMA Amateur National Championship. With this victory, the Team Green-backed rider broke Kevin Windham's seemingly untouchable amateur record. Ricky was dominant, winning all three motos in the 250cc Open A Stock class. He even scored a podium finish in the 125cc class, too, taking third behind winner and fellow Team Green rider, Robbie Horton of Georgia. It's been a long, sweet ride in the amateurs, but now you can look for Ricky moving up through the pro ranks aboard a Kawasaki/ Splitfire/Pro Circuit KX125.

Davis is top American at Six Days.

Ty Davis led a powerful American contingent to a third place finish at the 71st International Six Day Enduro, held this year in Finland. The United States had not reached the podium in ISDE competition since 1982. Davis, the defending National Enduro Champion, was up to the challenge, capturing the "Top American" honors based on points amassed over the six days. Now, Davis can get back to American soil and start wrapping up his next AMA Enduro and Hare Scrambles championships.

What it means to be Green.

Besides their winning bikes, Kawasaki riders share other green commodities - cash and trackside support. In addition to putting up more than \$2.6 million in contingency money, Team Green provides Off-Road Racing and Amateur Motocross rider support, trackside technical service and emergency trackside parts support at over 300 events per year. For details, see your local participating Team Green dealer.



NMA Ponca City Grand National Championships Ponca City, Oklahoma, July 30 - August 3, 1996

JR CYCLE STOCK (6-8):

Andrew Matussek	1st
Mike Alessi	2nd
Grant Moreland	3rd
Jeff Loop	4th
Joshua Hill	5th

JR CYCLE MOD (6-11):

Jesse Casillas	1st
Brandon Layton	2nd
Nathan Davenport	3rd
Billy Swapp	4th
Jonathon Kerr	5th

JR CYCLE STOCK (9-11):

Nathan Davenport	1st
Jonathon Kerr	2nd

JR CYCLE STOCK (9-11) continued:

Billy Swapp	3rd
Tom Hahn	4th
Brad Alarid	5th

125cc STOCK BEGINNER:

Brian Walker	1st
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125cc MOD BEGINNER:

Brian Walker	1st
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125cc STOCK NOVICE:

Mike Corder	1st
-------------	-----

125cc MOD NOVICE:

Mike Corder	1st
-------------	-----

250cc STOCK NOVICE:

Ryan Petty	1st
------------	-----

250cc MOD NOVICE:

Ryan Petty	1st
------------	-----

250cc STOCK INTERMEDIATE:

Donny Jackson	1st
---------------	-----

65cc STOCK (7-9):

Michael Willard	1st
Mathew Burris	2nd
Andrew Matussek	3rd

65cc STOCK (10-11):

James Stewart Jr.	1st
Nick Adams	2nd
Jesse Casillas	3rd

80-100cc SUPER MINI (12-15):

Billy Payne	1st
-------------	-----

125cc MOD (12-15):

Nicholas Wey	1st
--------------	-----

AMATEUR 125cc A STOCK:

Robbie Horton	1st
Brock Sellards	2nd
Ricky Carmichael	3rd

125cc A MOD:

Casey Johnson	1st
Robbie Skaggs	2nd
Shaun Perolio	3rd

125cc C STOCK:

Mike Corder	1st
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125cc C MOD:

Mike Corder	1st
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250cc OPEN A STOCK:

Ricky Carmichael	1st
Brock Sellards	2nd
Charles Dunaway	3rd

250cc OPEN A MOD:

Robbie Skaggs	1st
Shaun Perolio	2nd

250cc B STOCK:

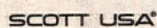
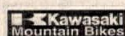
Nicholas Wey	1st
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WOMEN 80-125cc (12+):

Kristy Shealy	1st
Dee Wood	2nd

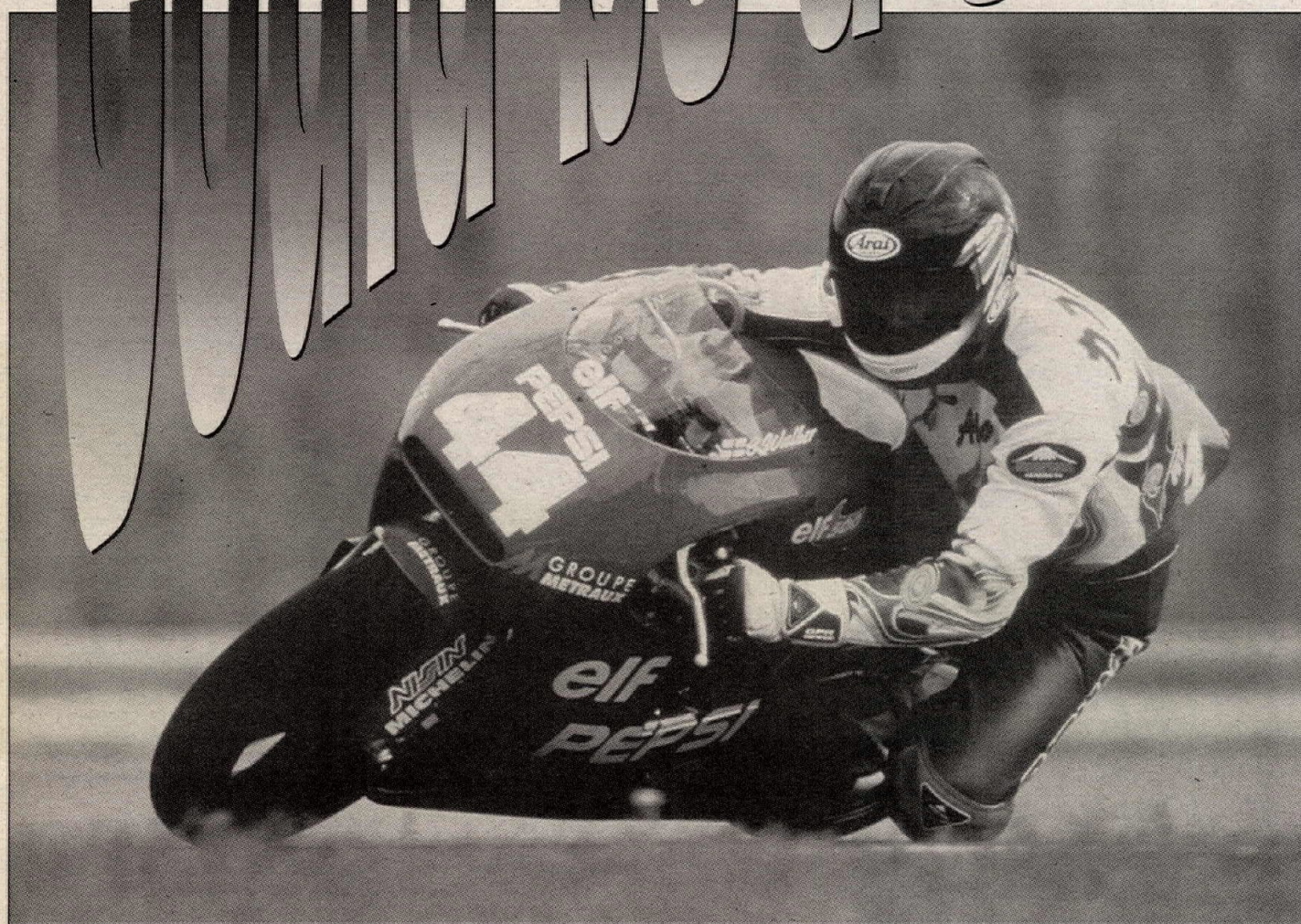
MASTER (50+):

Bill Van Vugt Sr.	1st
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Could be a contender



smoothing out the power delivery of its V-four engine for solo use is paying off.

It's not exactly a pussycat - no bike that powerful which carries full-time telemetry just to beat the 130-kilogram (286-pound) class weight limit could be. But it certainly isn't the vicious accident-waiting-to-happen I'd been led to expect. In terms of transition into the strong powerband, the ELF is a lot more progressive than the last 500 I rode whose engine was derived from sidecar use, the Fior 500 back in 1988.

Whereas persuading the Fior's back wheel to hook up out of a turn was a two-wheeled form of Russian roulette, the ELF, thanks to its electronically aided refinement, is much more rideable. You just have to be ready for the strong rush of hyperpower that's unleashed when you twist that wrist hard with the tacho needle reading anywhere over 10 grand.

It's the sheer fact of having that much power available that makes the bike daunting to ride, not the way it's delivered. The NSR500 Honda is just as hard to master, and while I haven't ridden the RGV500 Suzuki in a couple of years, judging by the last time I did so, that may be harder still. In fact, the ELF reminds me more of a works YZR500 Yamaha. It doesn't rev as high as the Suzuki, but it has a really tremendous amount of torque and a very powerful

By Alan Cathcart
Photos by Chris de Beer

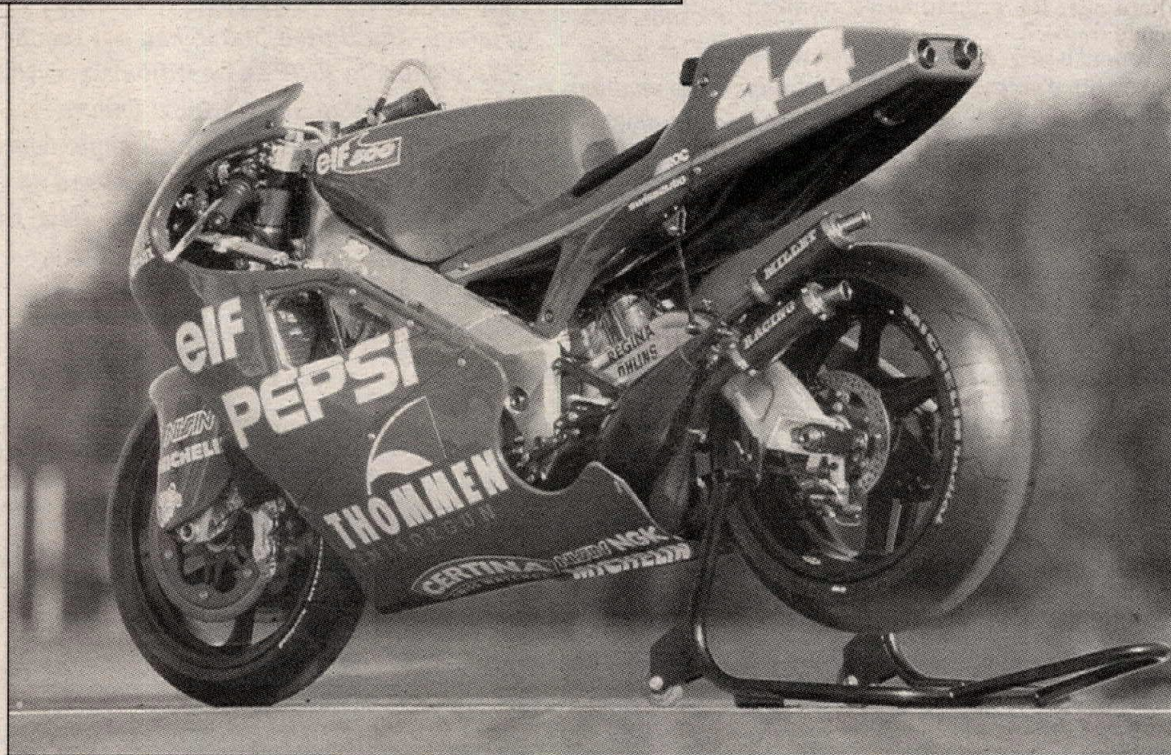
When Cagiva pulled out of GP racing two seasons ago to concentrate on the Superbike class, it left a big gap in 500cc GP racing - one that Aprilia's underdog RSV400 twin-cylinder project didn't come close to plugging. Even the Japanese factories will tell you that 500cc GP racing badly needs a competitive four-cylinder contender made in Europe to add a vital extra dimension to the grid, just as Ferrari does in Formula One.

But this season, thanks to a Franco-Swiss triumvirate of talents comprising ELF (which pays the bills in return for putting its name on the bike), ROC (which builds the chassis) and Swissauto (which delivers potent performance from an innovative engine design - see sidebar), we've got it. With a Spanish rider - now joined by a Brit - the ELF 500 is the Euro-bike par excellence. Only the pistons and brakes are made in Japan.

When lead rider Juan Bautista Borja grabbed 10th place in the ELF's debut in Malaysia at the start of this season, it augured well for a bike that all concerned have been at pains to underline is in its development year. Since then, Borja's put in some increasingly competitive rides on a bike that, while it's had the inevitable teething troubles and reliability problems, has also started finishing regularly among the Japanese works bikes, culminating in Borja's great ride to eighth place at Donington in July, finishing ahead of four works Hondas as

(Above) The ELF 500 is a nimble handler - particularly capable on turn-in - though getting on the gas too hard while leaned over caused the front end to push slightly on corner exit.

(Right) The 1996 season was used as a development year for the ELF and it has thus far performed admirably in rider Juan Borja's hands. Borja finished 10th in the bike's debut at the Malaysian Grand Prix.



well as lapping faster than two of the four factory Yamahas. This made up for the disappointment of the previous race at Paul Ricard, when fifth place was in the cards in ELF's home GP, before some overenthusiastic riding landed the Spaniard in the gravel pit.

Still, it has been a great first season for a bike powered by what some cynics dismiss as a modified sidecar engine, complete with light-switch power delivery and razor-edge handling.

The same cynics would say that Borja's enforced absence from a hand

injury incurred in qualifying for the Czech GP at Brno proved how hard the ELF is to ride with the tremendous power from its sidecar-spec engine - over 190 bhp at 12,500 rpm in its present form.

But quite apart from the fact that Borja stepped off the bike after losing the front end - not a power-induced high-side on one of the more demanding handling tracks in the GP calendar - when I came to ride the ELF the day after the race, I discovered for myself that all Swissauto's hard work in

midrange, with a relatively progressive transition into the strong powerband from low down, reflecting all the hard development Urs Wenger and his Swissauto team have wrought on the engine this season.

Moreover, on-track comparisons with Borja aboard have shown the ELF actually is faster on top end than the works Yamahas, and is on equal terms with the best Hondas. Not bad for such a new kid on the block.

The ELF starts to make good power from just over 8000 rpm, but it isn't until

the exhaust valve is fully open at just under 10,000 revs that it comes on really strong. Jetted slightly rich for a journalist, the delivery flattens out around the 12,500-rpm power peak. But while there is normally some overrev available, apparently it's not advisable to use too much of it, especially on the overrun, because the crankshaft doesn't like it and this is a still a weak point of the engine.

While it's true that the innovative engine design's vertical crankcase split means the crank can be changed in only one hour, the fact that it has fewer main bearings than anything else in the class means crank life is only 1000 kilometers (620 miles) at present and sometimes not even that. It's common practice for the ELF team to change cranks after each day of qualifying, and in fact the one on the test bike went soon after my final session on it - fortunately with somebody else aboard when it locked up! This is the Achilles heel of the engine in its present form, not the way the power is delivered.

The ELF's specially designed ROC chassis (quite different from the same firm's YZR500 Yamaha frame) has a surprisingly spacious riding position that reminded me of the NSR500 Honda - Chris Walker says the Ducati 955 Superbike he rode earlier this season was much more cramped - with relatively low footpegs that make it pretty comfortable for a taller rider. Terry Rymer, this is your bike.

The result is that you feel part of the ELF rather than perched on top of it, and can move around on it really easily - sliding your body weight forward to keep it from wheeling under hard acceleration out of a medium-speed turn, tucking down under the screen for straight-line speed, popping back on the seat at full arms' stretch under hard braking to keep the back wheel somewhere near the ground and minimize weight transfer.

When I saw the Japanese Nissin brakes fitted to the bike instead of the British or Italian stoppers ROC's Serge Rosset might have chosen for the ELF, I have to admit to being surprised; that is, until I rode the bike and found out why. By a long way, these are the best carbon brakes I have ever sampled, with the incredible stopping power allowing the improbably short braking distances that you expect from carbon discs, yet the sensitivity and feel of metal ones that allow you to scrub off a little speed if you go too deep into a turn, just by fining the lever lightly rather than having to squeeze hard. Best of both worlds - just don't think about the cost.

The ELF's single-crank layout led me to expect the same sort of problems Honda experienced in getting the NSR500 to handle as well as it obviously does today, especially with all that power on tap. But ROC's chassis expertise, the Ohlins suspension and the Swissauto engine's small dimensions, reduced inertia and light weight have all combined to overcome that.

In fact, the ELF's handling strong point is on turn-in for a corner, where, especially if you use the back brake first to load up the rear suspension and minimize weight transfer, the ELF stays beautifully balanced and lays almost as easily into the bend as a V-twin Aprilia RSV400, even hard on the brakes. It also changes direction really well in a chicane, especially if you hit the back brake hard just as you're about to flick from one side to another in the middle to stand the bike up.

It's really well balanced, responsive without being nervous, and doing the

same thing with the rear brake on the exit of a turn allows you to get hard on the gas earlier by getting the ELF upright sooner so you can use the fat part of the tire to put all that power to the ground.

When after a dozen laps or so at Brno the 17-inch rear tire (ELF has stopped using the 16.5-inch rear Michelin for the time being) started to wear so you could feel it start to "walk" under hard acceleration exiting a turn like the uphill off-camber chicane before the finish line, it was really important to pull the bike upright before getting hard on the gas. Straighten up and fly right.

Combined with the meaty midrange torque from the engine, all this puts

Borja's Donington exploit into perspective. To get such a good result on a twisty track that has no real straight could only happen with a bike that has good handling and braking, and controllable power delivery.

The ELF has all of this - but it really does pay to stand the bike up exiting a turn rather than trying to accelerate hard still cranked over. Not only for the obvious reason - the risk of a high-side through asking too much of the rear tire with all that power - but also because if you gas it hard on the angle, then it will push the front end and understeer toward the outside of the track.

At first I thought this was because of my extra body weight compared to

Walker, so after my first session I got the team to stiffen up the rear shock, to keep it from compressing so much under acceleration. Next time out, the ELF handled much better, but still pushed the front a little.

The problem's there to be dialed out, perhaps by raising the rear ride height or playing around with the steering geometry, but Walker admits that he's still pretty lost when it comes to chassis setup. For someone who had his first road race just two years ago and has tied with Jean-Michel Bayle for the world-record shortest time in going from motocross to a works 500cc GP ride on tarmac, this is understandable. But Serge Rosset is a master at helping a

ELF 500: Made in Europe

The heart of any motorcycle is its engine, but all the more so in the case of the ELF 500, whose Swissauto motor gave rise to the whole bike's creation. Yet while the engine appears at a cursory glance to follow the Made in Japan route, it's far from being effectively a clone of a Yamaha or Honda, as the Cagiva certainly was, and the Paton currently is - to name the only other serious V-four Eurobikes to race in the 500cc GP class this decade. The ELF represents 500cc Grand Prix racing the European way, breaking new ground with technical innovation that works.

For starters, the single-crankshaft, crankcase reed-valve engine is extremely light and compact - 15.4 pounds lighter than a Yamaha YZR500 engine at 81.4 pounds (Max Biaggi's RSV250 Aprilia V-twin weighs 66!), about five inches narrower than an NSR500 Honda and four inches lower top to bottom than the Yamaha.

Unlike any other current four-cylinder 500, the ELF's crankcase is split vertically (no, it's made in Switzerland, not Britain) rather than horizontally, which chief designer Urs Wenger says was partly to improve crankcase stiffness, but mainly to improve access to the engine - the crankshaft can be changed in just one hour, for example. This was a key factor in determining the 108-degree included cylinder angle, which also allows space for four large reed blocks and the row of powerjet-equipped Dell'Orto flat-slide carbs which Swissauto has cleverly combined into a single bank - 39mm on faster tracks, 36mm on slower ones, Wenger says.

But while everyone else calls it a V-four, he insists on labeling it a "deformed boxer," because the two pairs of cylinders on each side of the motor fire together, opposed at 180 degrees in terms of firing angle to their counterparts - just like the opposed cylinders of a BMW flat twin. This results in an extremely distinctive, gruff exhaust note from what is effectively a pair of V-twins mounted side by side on a common crankcase, and firing 180 degrees apart.

However, Swissauto is working on a Big Bang version of the engine, with the firing order closed up in hopes of adding to the ridability: "We already got more power from the Big Bang motor on the dyno, but we're not really sure yet why!" Wenger admits. "We've started out at a 90-degree firing angle, but if the riders say it makes a big difference, we'll try a 60-degree format. But if not, we'll just leave it at 90."

Because of the extra vibration from the Big Bang version, Swissauto first needed to redesign the crankcases to incorporate a balance shaft in the 180-degree version of the engine, before messing with the firing angle. This version was in the bike when I rode it, as raced by Chris Walker at Brno and crashed there by Borja in qualifying, ruling himself out of the race with a hand injury. Fitting the balance shaft adds a little more than four pounds in total to the weight of the engine, an acceptable penalty for reducing rider fatigue as well as the risk of component breakage, says Wenger.

Unlike the Japanese V-four GP engines, the ELF motor uses only a single crankcase volume for each pair of opposed cylinders, resulting in a total of just six flywheels and four main bearings for the single crankshaft. In contrast, the V-four Honda NSR500's single crank has five main bearings with four crankcase volumes, and of course the Yamaha and Suzuki 500s have twin crankshafts, so a total of eight main bearings in all.

On the Swiss motor, this feature not only helps reduce weight, bulk and friction, but is also a crucial factor in the engine's impressive power output - over 190 bhp at the clutch at 12,500 rpm, according to Wenger. This compares quite favorably with 185 bhp from the sidcar version in customer form.

"We have much higher precompression than any other engine with our crankcase design," he says,

"but as well as good maximum power, this engine also has a lot of torque. For sure our cylinders and exhausts aren't yet as good as on the Japanese engines, but we're competitive with them because of the fundamental layout. Once we get the rest right, we'll be better overall - already we have over 200 bhp at the clutch on the dyno, but the power characteristics aren't satisfactory, so we must do more work on the electronics and cylinders before we run it in the bike. But the engine is still quite new, so we have lots of development still to come."

After debuting the bike in '95 with peaky HH cylinders from its sidcar motor (complete with light-switch power delivery and no powervalve - must have made exciting testing for Bosshard & Co.) Swissauto has been working on developing its own to be made in-house like all the rest of the engine. Until they come on line for '97, Swissauto is presently using five-transfer/two-exhaust-port Bartol cylinders developed for use on Yamahas.

"Our cylinders give more power, and incorporate an absolutely original flap-type powervalve system, as different from the others as our crankcase design is," says Wenger. "But reliability is a problem at the moment, so we won't race with them till next season."

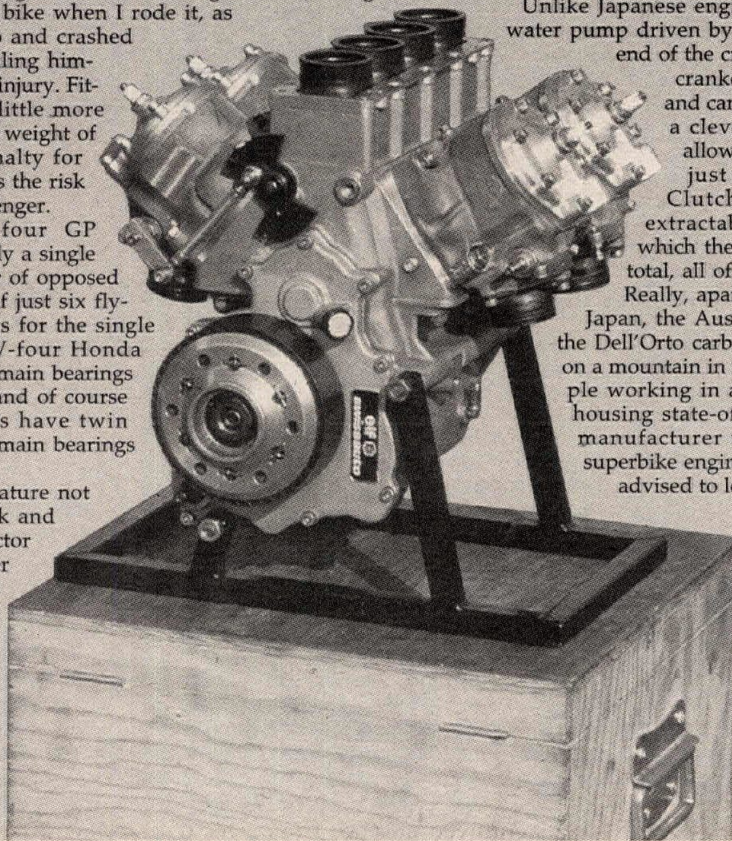
The Bartol cylinders have a normal powervalve built into them, controlled by the usual electric motor and sensors monitoring the throttle position and rpm, linked to a programmable digital ignition made by Swissauto itself, which is powered by a total-loss, solid-state battery runing without a generator, but boosted by four magnetic triggers inserted into one of the crank flywheels, and a crankcase pickup.

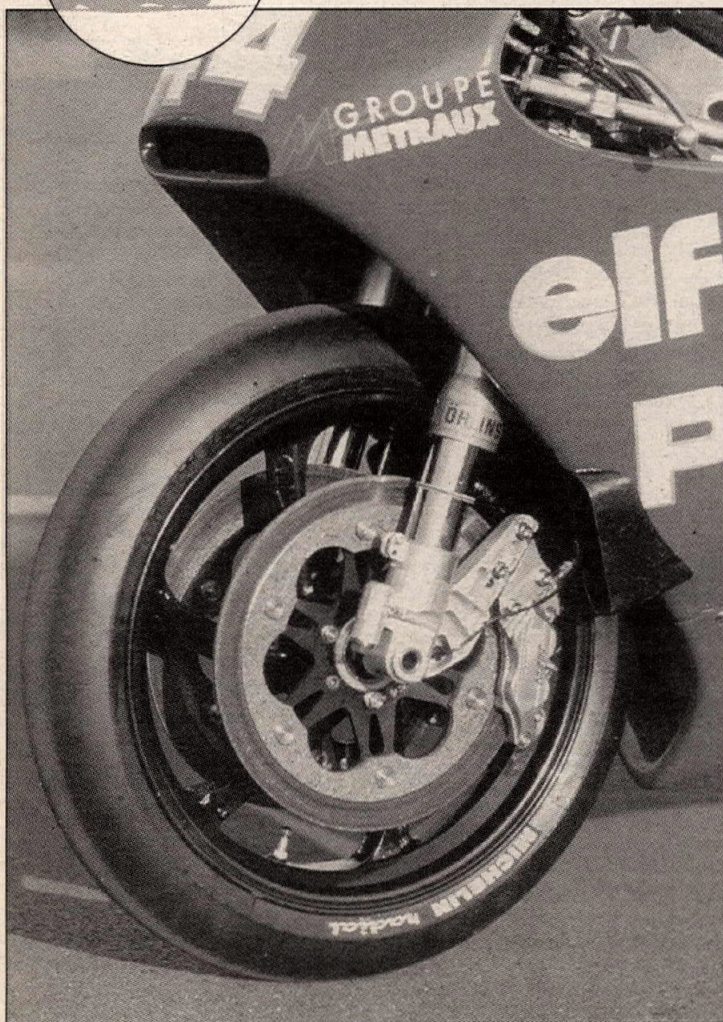
Wenger says that for every gear they have a different ignition curve, a different powervalve curve and a different powerjet curve, meaning there are more than 1000 points the team has to program at each different circuit to get optimum performance.

"Track time - that's the biggest problem we have at the moment," he says. "Each track we come to, we have no data, because it's our first time there with a new bike and we must start from scratch programming the different electronic systems, quite apart from the usual stuff like chassis setup and jetting. Each race, usually only in the pre-race warmup, the bike begins to work well for the first time, and sometimes not even then. The only exception was Paul Ricard, where we did some testing over the winter. The fact that Borja was up to fifth place before he ended in the gravel pit shows how crucial this setup time is. So 1996 is a learning year for us in more ways than one, making an investment I'm certain will pay off next season."

Unlike Japanese engines, the Swissauto has an external water pump driven by a toothed belt directly off the right end of the crank, while the clutch sits outside the crankcase on the other side of the motor, and can be detached from its driveshaft with a cleverly designed circlip system. This allows them to change the entire clutch in just 30 seconds if it's slipping. Wow! Clutch removal allows access to the extractable six-speed cassette gearbox, for which there's a choice of 36 different ratios in total, all of which Swissauto also manufactures. Really, apart from the pistons which come from Japan, the Austrian cylinders used at present, and the Dell'Orto carbs, the entire ELF 500 engine is made on a mountain in Switzerland by some very clever people working in a superbly equipped machine shop housing state-of-the-art equipment. Any European manufacturer who wants to build a four-stroke superbike engine from the ground up would be well advised to look no further: Swissauto is a company that does things differently - but right.

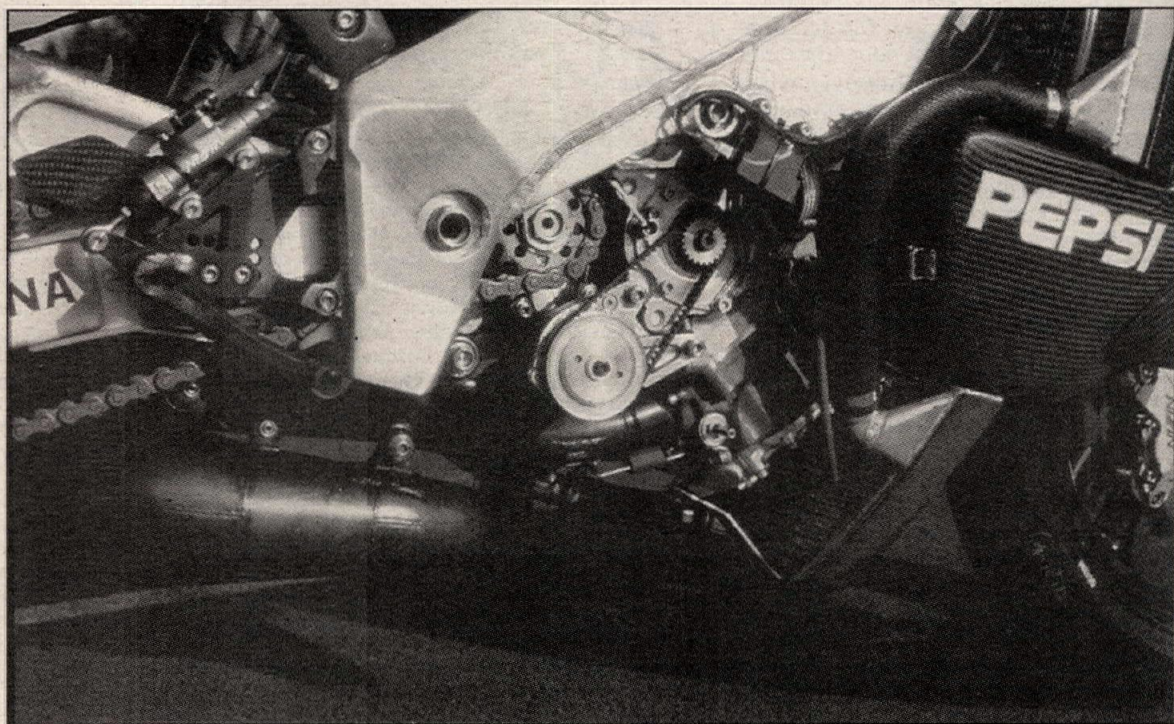
The four-cylinder ELF powerplant uses a single crankcase volume to feed each pair of cylinders. The bank of four carburetors sits nestled in the wide V and is manufactured by Dell'Orto, 39mm diameter for fast tracks, 36mm for slower ones.





(Left) Among the few parts of the bike that buck the European theme are the carbon-fiber front brakes made by Nissin. They perform superbly.

(Right) The small belt below the frame spar drives the water pump. The former sidecar engine has a sophisticated engine-management system that has individual ignition, powerjet and power-valve curves for each gear. There are more than 1000 variables that need programming to suit a particular track.



Back in the Grand Prix business

The ELF 500 marks the return to the Grand Prix arena of the French petroleum giant, with a bike bearing its own name, for the first time since 1988. However, whereas ELF's previous involvement in GP racing was concerned with pushing the frontiers of two-wheeled chassis design, using conventional proprietary engines supplied by Honda to power a series of radical race bikes, this time around the emphasis is on the avant-garde design features of the Swissauto engine, housed in a relatively conventional ROC chassis. The originality of many of these is thoroughly in keeping with ELF's emphasis on breaking new ground technically, displayed down the years by the bikes bearing its own name. Here's a walk down ELF's memory lane:

1978: French car designer Andre de Cortanze, an enthusiastic biker, builds a radical hub-center-steered racer for the French oil company with a TZ750 Yamaha engine, known as the ELF X. It's never raced, but the enthusiastic public response dictates a follow-up.

1981-83: ELF links with Honda to produce the ELF endurance racer, designed by de Cortanze (today the chief engineer of the Ligier Formula 1 team), powered by a works 1000cc four-stroke engine, and raced by top riders like Dave Aldana, Didier de Radigues, Walter Villa and Christian Leliard to a series of impressive results. Among the groundbreaking features of this hub-center design are the first use of carbon brakes in motorcycle racing, and the single-sided rear swingarm design later christened the Pro-Arm and used by Honda on the RC30 and its successors under license.

1984: ELF switches to 500cc GP racing with another hub-center de Cortanze design, the ELF2, powered by Honda's NS500 two-stroke triple and equipped with push-pull steering. Not a success.

1985: De Cortanze produces the ELF2A, with which Leliard makes ELF's 500cc GP debut, using an ever greater number of car-derived design features. Not a success, either: Andre goes back to the car world.

1986: ELF gets pragmatic, without sacrificing original thought, and hires Serge Rosset to run its GP team, with de Cortanze's former right-hand man Dan Trema designing the ELF3, equipped with a special front end called the VGC system. Ron Haslam takes it to ninth in the 500cc World Championship. The machine is still powered by Honda's by then outdated three-cylinder engine. Trema, by the way, is nowadays *le grand fromage* of ELF sponsorship, in charge of the company's entire motorsports activities.

1987: Honda agrees to supply ELF with its NSR500 four-cylinder engine, but it doesn't turn up until after the start of the season, so the Trema-designed ELF4, broadly based on the ELF3, arrives late and is never properly developed.

1988: The NSR500-engined ELF5 takes Haslam to 11th in the World Championship, and proves the fundamental worth of the Trema/Rosset design module. ELF retires from direct involvement in racing at the end of the season...

1989-95: ...but still stays involved in GP racing as a trade sponsor, winning the 125cc world title with Loris Capirossi, the 500cc world crown with Mick Doohan, etc.

1996: Back in business: but shouldn't we call the Swiss-auto-engined bike the ELF6?

rider dial in a bike, and he could do a lot worse than ask Nottingham-based Walker's near-neighbor Ron Haslam to link up with the ELF team he served so well for so many seasons to help the young Brit get things sorted out.

However, I also noticed that by changing my riding style and pulling the ELF more upright with the rear brake exiting a turn, it held a line much better on the gas and allowed me to accelerate harder, sooner. You can't ride it like an Aprilia 400.

What the ELF does seem to lack at the moment though, is the explosive acceleration you'd expect from a works V-four. Trap times have shown that top speed isn't a problem, even compared to the Japanese works bikes, but there

didn't seem to be the vivid zap out of slow-to-medium-speed turns at Brno that I'd expected from a bike with this much power.

Sure, it comes out of a turn okay, but it's not until you're halfway down one of the Brno straights that you really get a sense of otherworldly speed that's ever-present when you ride an NSR500 Honda. I might have thought it was just because the jetting was a bit rich, except that watching Walker in the race the day before, locked in battle with the best of the privateers and the slow-starting Abe's works Yamaha, it was obvious this is a basic handicap - the ELF loses 10 yards coming out of a turn before it starts catching up halfway down the straight.



PHOTO BY PAUL CARRUTHERS

Ron Haslam pilots the NSR500-powered ELF5 at the French Grand Prix in 1988. Haslam took the center-hub-steered machine to 11th in the World Championship that year.

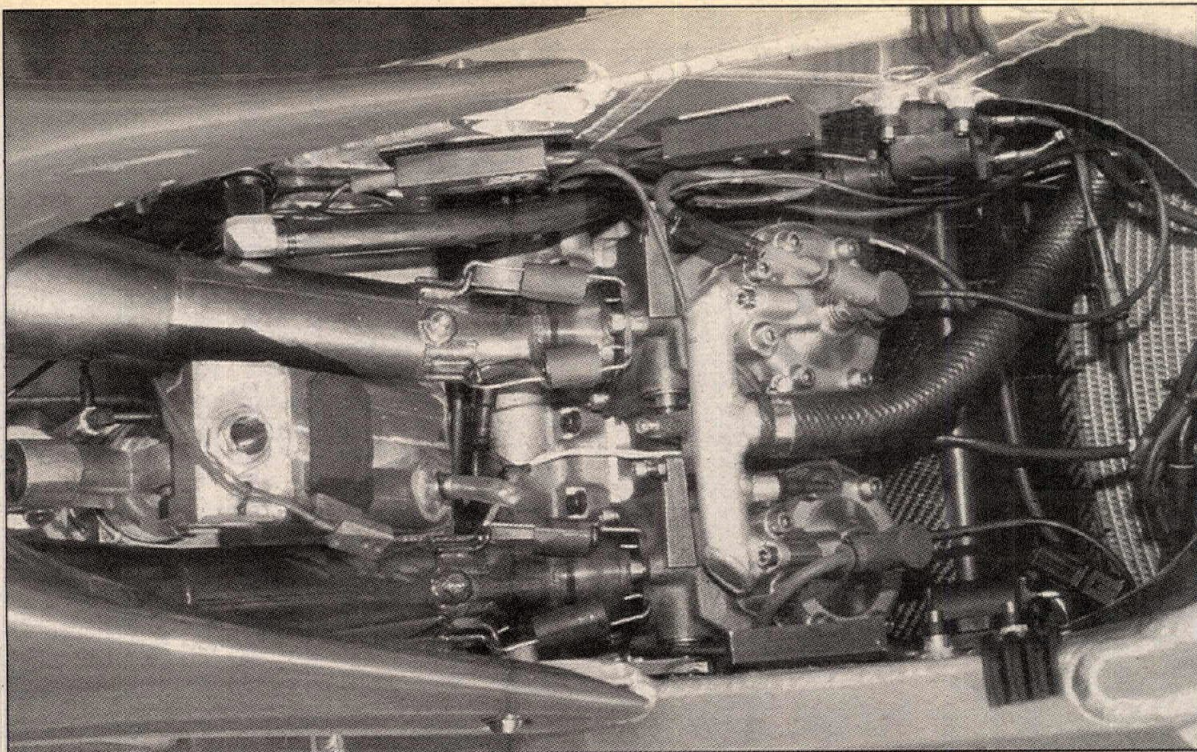
The temptation for the rider is to try to get round this by riding it like a 250, using a lower gear and buzzing the engine, but if you do that then you will have problems with traction and popping the front wheel in the air. And while this may look spectacular, it loses time. The ELF repays being revved lower, so you can take full advantage of that fantastic midrange.

This problem has nothing to do with the basic nature of the ELF's power delivery. The fact that it only occurs under acceleration out of slower turns in the bottom three gears rather than at the same rpm in faster ones using a higher gear means it must be airflow related, so perhaps the team needs to do more work on the airbox and carburetion to resolve it.

Personally, though, I think those big, 39mm carbs are to blame. The bike is over-carbureted in the same way the Cagiva was, presumably in order to get those big horsepower numbers.

It's no coincidence that the NSR500 Honda only uses 36mm carbs (well, last time I rode it a year ago, they did), and I'm sure the ELF would have more punch out of turns with smaller carbs fitted. I wonder if Borja had the smaller carbs that Urs Wenger admits Swissauto has experimented with fitted for Donington, when he beat all those Hondas?

The bike I was riding was the same one Walker had used in the GP the day before, fitted with a balance shaft for the first time as a preliminary step toward the Big Bang motor that's under development. There's still a little vibration through the footrests, though nothing to worry about, and Chris says it's much smoother than before.



In an effort to tame the power somewhat, the cylinders used for racing are currently made by Bartol. Swissauto has its own cylinders designed in-house which bump output over 200 bhp, but the power is too abrupt.

Despite the use of a balance shaft, the engine is mounted in Silentbloc rubber bushes ROC has made itself to contain the vibration, though the rear pair of the six mounting points can also be rigid to give a "semi-floating" engine position which seems to work better at reducing vibes.

The new version of the motor has different crankcases, so ROC had to modify the chassis to install the smoother engine. Definitely worth the work. The only thing I didn't really care for was the gearbox. The gear change is quite harsh and mechanical-feeling, without the precision you expect from a Japanese gearshift. The Cagiva always felt the same every time I rode it, but at least it had a speed-shifter fitted which helped get over this. The ELF 500 doesn't have one yet. I'd say this should be a priority, and will certainly drop lap times when it arrives.

The bottom line after riding the ELF 500, though, is that it's a project with a great future which is already repaying the hard work going into it. Thanks to the farsighted sponsorship of the French oil company, a new dimension has been added to 500cc GP grids, and a technical breath of fresh air is blowing through the paddock. This is not some weird-Harold exercise in alternative technology for the sake of being different, but a genuine contender for GP racing's top honors that's in the process of growing up so it can go play with the older kids.

To have achieved so much already in the bike's development season must be very rewarding for the ELF team, and there's already talk in the Swiss papers of drafting a top rider like Pier-Francesco Chili, Luca Cadalora, Dorian Romboni or Jean-Philippe Ruggia for next season.

It's no surprise. ELF surely has the budget and almost certainly the intention to mount a serious challenge to Repsol (their Spanish petroleum rival) and its domination of the 500cc class with the Mick Doohan and Alex Criville Honda show, but to do it with its own bike, built in Europe, rather than buying up the reigning Japanese world champion team. Now that they've pulled out of Formula One car racing, ELF is fully focused on 500cc GP motorcycle success.

My Brno ride on their new 500 shows they have a genuine contender in the blocks - and it's one that in due course will be available to privateers, too. **CN**

Swissauto: Doing it differently

For a company founded less than a decade ago, Swissauto has an impressive track record in terms of visionary engineering as well as sporting success. It also has an impressive client list. At its Burgdorf base in the Emmenthal region of German-speaking Switzerland, where a youthful staff of just 15 people (average age is less than 30) work on new engine projects dreamed up by 32-year old chief engineer Urs Wenger (right) and his partner Hanspeter Kohler, Swissauto concentrates exclusively on developing radical new engine designs for cars, bikes and boats.

What it is is a creative laboratory of avant-garde engine technology, based on the principle of original thought. Swissauto designs owe nothing to what's gone before - even if Wenger did serve a two-year stint as the sorcerer's apprentice, working for Swiss performance guru Fritz Egli on the Egli-Colani record-breaker powered by a turbo Kawasaki engine. He didn't just wrench the bike, either. Look in the record books, and you'll find that Urs Wenger rode the bright-red Swiss streamliner to a clutch of world records, several of which are still standing.

As proof of its innovative approach to engineering, check out the list of Swissauto projects that Wenger & Co. have so far brought to fruition, starting with the V-eight motorcycle-engine design it kicked off with back in 1987, which was then upscaled into a four-camshaft, 32-valve, 6.3-liter twin-turbo V-eight for offshore powerboat racing. Next, it did development work on the Judd V-eight Formula 1 car engine which powered the Swiss-owned Brabham team's drivers Martin Brundle and Stefano Modena to rostrum GP finishes in 1989.

But by this time Swissauto had begun to work on designing radical new engines for companies like General Motors and Mercedes-Benz in the car industry, specializing in small-capacity designs like the dual-function electric/gasoline package powering the microcar that Mercedes teamed with Swiss watch manufacturer Swatch to develop, which, incidentally, goes into production next year.

Swissauto's first involvement with GP racing came in 1990, when it produced the first four-stroke engine to appear in a GP class since the demise of the oval-piston NR500 Honda - an equally avant-garde design for the sidcar category developed for Swiss sponsor Alfred Buechel's BRM team. The fuel-injected 250cc four-cylinder four-valve turbo revved to 18,000 rpm thanks to its ultrashort-stroke 55.3 x 26mm dimensions, delivered 230 bhp in its final form as raced by Markus Bösinger in the 1991 GP season, yet had the economical fuel consumption of a diesel engine, Wenger says.

"We made every single part of the engine ourselves - pistons, con-rods, cylinder head, camshafts, etc., and to begin with, it was uncontrollable and unreliable," he recalls with a smile. "But we worked hard at smoothing out the power delivery without sacrificing the numbers, and in the end we succeeded - the engine still had 50 bhp more than any 500cc two-stroke, and was 20 kph faster. Rolf Biland wanted to race it in the 1992 season, because he'd followed the engine closely from the start, and believed in it. But then they banned turbos from GP racing, and that was the end of the project."

Instead, Swissauto developed its own version of the Krauser 500cc, four-cylinder, crankcase reed-valve two-stroke motor that was then the standard setup in the sidcar GP class, and Biland raced this instead of the turbo, winning a hat-trick of World Championships in 1992, '93 and '94.

"We made everything new inside, including the gearbox," Wenger says, "and though we used the original Krauser crankcases, we modi-



PHOTO BY GOLD & GOOSE

fied the upper half quite heavily, because we were the first people to use the 54 x 54.5mm configuration in the sidcar class. We won first time out with the engine, when Biland won the French GP at Paul Ricard in '91, and from delivering 160 bhp at the clutch for that race, we developed it to give more than 180 bhp by the end of the '94 season, when we debuted the prototype of the present boxer engine in the final GP of the season at Barcelona. Biland would have won first time out with that, too, except the rev counter got wet in the rain and shorted the ignition, so he had to stop when he was 15 seconds in the lead five laps from the end, after starting on pole!"

However, though it made its track debut in a sidcar for R&D purposes at Barcelona (Biland had already sealed Swissauto's third world title one race early with the old motor), Wenger claims the boxer/V-four engine was originally only intended for solo use. "The in-line four-cylinder engine is absolutely the best format for sidcar racing," he says, "but only for that. However, the boxer engine is much lighter, so even though we designed it for solo racing, the sidcar guys wanted to use it, too. We took pole position with it in every sidcar GP in 1995, won five out of the seven races, but lost the title because Biland and Guedel took points away from each other and let Dixon win on the ADM."

However, fast as the five Swissauto V-four-powered rigs were in every race, they also suffered a series of mechanical failures that were an inevitable part of the new engine's R&D. The fact that Borja has scored points so regularly this season on a brand-new bike is attributable to that vital season of three-wheel development in '95.

Wenger & Co. had made a deal with Harris to buy the Yamaha chassis that John Reynolds raced for the British team in '93, which was modified to accept the Swissauto engine for testing purposes, with a view to its replacing the YZR500 Yamaha engine as a much more cost-effective option for Harris's GP privateer customers. Much closer at hand, though, was Serge Rosset's Annemasse-based ROC operation just across the French border from Geneva.

At the point that an all-new chassis was required to house the physically smaller Swissauto engine, whose architecture is quite different from a Yamaha V-four, it made sense to commission ROC to build this, and eventually to run the 500cc solo GP team after ELF sponsorship was confirmed. The first ROC-Swissauto bike was completed in mid-1995, and tested by Adrian Bosshard and Bernard Garcia before appearing in public for the first time in the colors of its new sponsor at the final GP of the '95 season at Barcelona, exactly one year after Biland had debuted its engine in sidcar form.

Meanwhile, closer to home, someone else had his eye on the project: Swiss businessman Michel Metraux, president of IRTA (of which Serge Rosset is a fellow board member) and committed sponsor of all the top Swiss riders to have raced in GPs over the past 20 years, from Bruno Kneubühler and Jacques Cornu, to Adrian Bosshard today. More to the point, though, Metraux's 800-employee group of companies includes the Swiss distributor of ELF lubricants, one reason all the bikes he's sponsored over the past 20 years have always carried ELF stickers. From there to enlisting the support of the French multinational to back the development of an all-new, all-European 500 GP

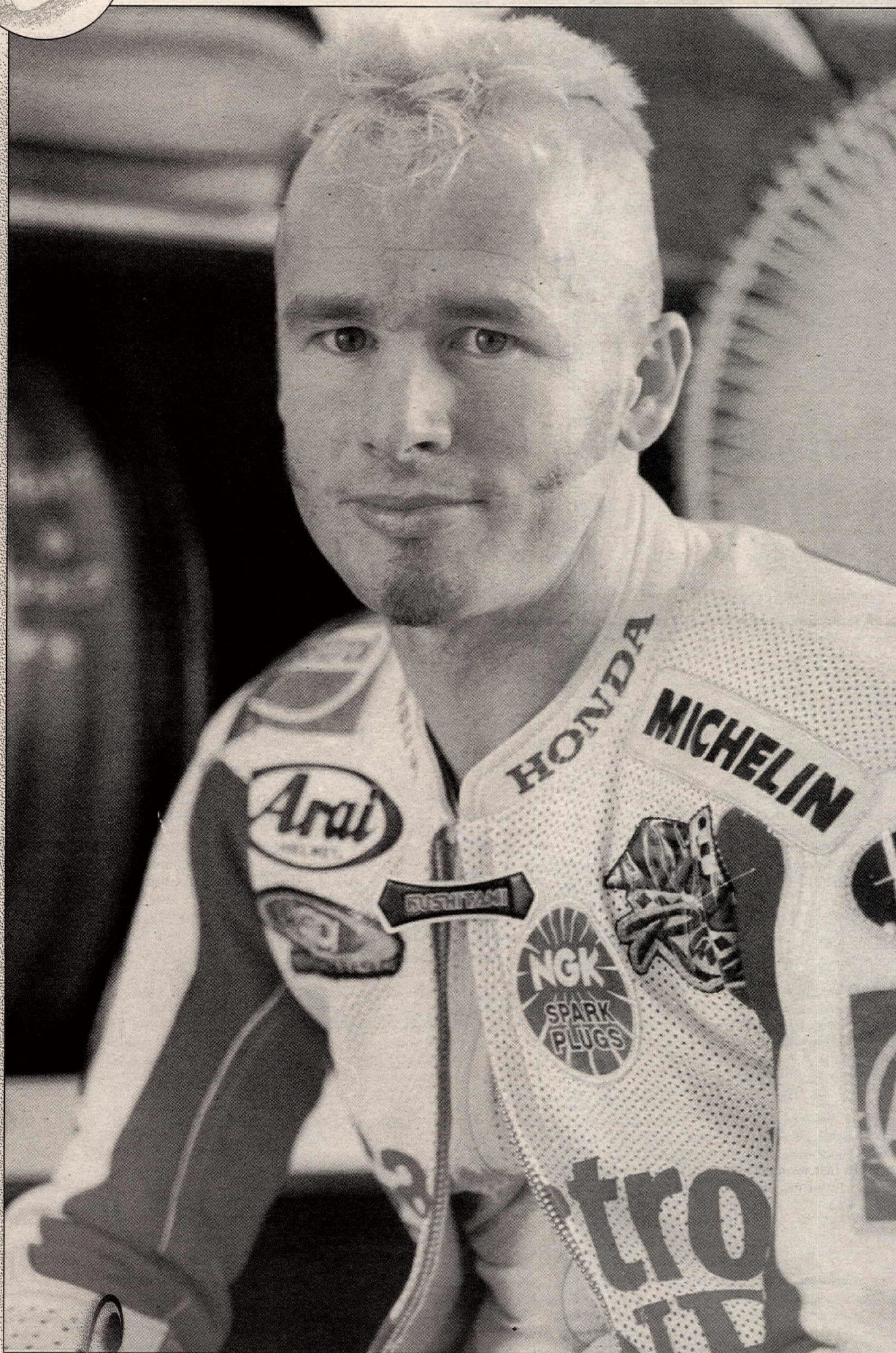
bike may have been a big step, but Metraux was the man to pull it off, and at the '95 Catalunya GP the deal was announced: ELF was back in GP racing on two wheels, just as it was about to announce its retirement from four-wheeled Formula One, after 29 years, 128 GP victories and seven world titles before this season, thanks to its involvement down the years with Williams, Benetton, etc.

ELF management must be hoping that some of this heritage will rub off on the new two-wheeled team carrying the company's colors, joined after the start of this season on the bike by the prestigious name of Pepsi Cola.

At the Barcelona launch, ELF confirmed its aim was to develop the new bike during 1996 with a view to marketing a customer version for privateer use for the 1997 GP season. However, though Wenger says that's still the objective, it'll take at least another year before the company is ready to sell replicas of the ELF 500.

"It's really encouraging to have become so competitive so quickly with the works Japanese teams," he says, "but we have a lot more potential to unlock with the bike before we can build replicas. You're riding the first engine with a balance shaft here at Brno which reduces the vibration a couple of our riders complained of before, but the main reason we've added this is as a necessary step toward a Big Bang version of the engine, which we already have running on the dyno. We need to work on this, as well as on improving reliability - but I'm sure producing a customer bike for 1998 is a realistic target, in which case we'll only be selling complete bikes using the ROC chassis, not engines alone so teams can build their own solo frames."

Which presents privateer 500cc GP teams with the necessary budget with a bit of a quandary: Do they sign up for one of the 135-bhp V-twin Honda NSR500V customer versions of Okada's works prototype, retailing for the 1997 season at \$97,000 with spares kit, plus \$36,000 for a spare engine? Or do they wait one more year for a 195-bhp four-cylinder ELF 500, the Swissauto engine for which currently retails for sidcar GP use at \$48,000, meaning a complete ROC-framed solo should come in at around \$100,000? Or do they make up the numbers with the aging 160-bhp ROC/Harris-framed YZR500 Yamahas that fill out the field at present, have low second-hand purchase value but very expensive spare parts? Hmm. Very interesting...



By Johan Vandekerckhove
Photos by Gold & Goose and
Henny Ray Abrams

Apart from being one of the fastest superbike riders in the world, Aaron Slight has made a name for himself in the World Superbike paddock as being one of the nice guys. Perhaps the nicest guy. Thus it may have come as quite a shock to the four-stroke racing brotherhood when the New Zealander showed up for the German round of the series with a somewhat unconventional hairdo, a mohawk that has since changed color or configuration for each and every round of the series. The look was new, but so too was the attitude that came with it.

Slight thinks that the time has now come for him to get what he deserves. But what else should you expect from a man who is leading the World Superbike Championship with two rounds to go?

"Apart from winning, everything is going according to schedule," Slight says when asked if HRC is happy with the results the Castrol Honda team has obtained since the RC45's debut in 1994. It is a reply with a double meaning: HRC has been working very hard on getting the bike competitive, and judging from the position of the Kiwi in the point standings, the company is getting close to its objective. But, on the other hand, Ducati is still in a league of its own, profiting maximally from - according to many - biased technical regulations, rules that have stood in the way of many more victories for the RC45 and the other four-cylinder bikes.

Slight joined the HRC squad in 1994, the same year the RC45 made its debut in World Superbike racing. He has remained loyal to Honda, even though the battle against the Ducatis seemed an unequal one until recently.

"Joining Honda was an important career move for me," Slight recalls. "It came at the perfect moment. I had shown what I was capable of on a Kawasaki, and getting the chance to race for the world's biggest manufacturer was an opportunity I had to take. People now say that Honda had a very difficult first season with the RC45, but apparently they have forgotten that I took eight second places that year and that I was in the running for the title right from that maiden season."

RUBBER

Still, the Honda man can't deny that it is only this year that the RC45 is really able to challenge the Ducatis head to head on several circuits, and that he has had to cope with some inherent design problems on the bike.

"The front end has always been a problem," Slight admits. "Honestly, the first year I didn't have too much trouble with that. The Dunlop tires gave a different feel than the Michelins we used later. I think the tires were a lot softer and absorbed the bumps better. Anyway, I seemed to be able to ride around that problem, while Doug (Polen) was struggling all year.

"In the beginning of 1995, we switched to Michelin, realizing that sea-

No more Nice Guy



make a 1000cc version of that bike. Homologation is also a lot easier for them (Ducati) than it is for the big Japanese manufacturers. That's one reason why I don't believe that Honda will ever build a V-twin race bike. Their race engine is a V-four, and that's something they will stick to. I have never seen anything like a V-twin race bike from Honda, let alone tested one."

HAPPY WITH HONDA

Honda may be loyal to the V-four concept, but the company also appreciates loyalty from its riders. With three years of RC45 experience under his belt, Slight feels comfortable on the bike and on the Castrol Honda team, but he admits that he will not stay put at a bargain price.

"The first year I played second string to Doug Polen for the money, but beat him several times," Slight said. "The next year Doug (Polen) was not running the motorbike, but probably got paid the same amount of money as me again. This year it is the World Champion (Carl Fogarty) who gets into the team and gets paid more than me. I think it's about time that I start getting paid for

what I am worth.

"Being loyal all the time doesn't lead you anywhere. I am the so-called Mr. Nice Guy who is not supposed to say anything. I would like to stand up for what I feel I deserve, but I'm not going to change because I don't think that you should become an asshole because you are in with a chance to become the World Champion. I feel very happy with Honda, and I hope we come to an agreement. I am a person's person. I have made friends with my team and my mechanics, which makes it hard to change. It would take a lot of money to change because money to me is not everything. But I think I've given Honda worth for their money, and I hope that they will remember that if I can stay ahead of everybody until the end of the season.

"Every year I've put forward what I want - this year I will change my strategy. I will ask them to come up with a proposition themselves, just to see how serious they are."

In order to get an idea of just what those salaries are in World Superbike racing, a top rider likely will be paid \$600,000-650,000 for one year. There probably are three or four riders who earn in the \$500,000-600,000 range and three or four more who earn roughly \$300,000. In Grands Prix, apart from Michael Doohan and Alex Criville, salaries are roughly the same, except the GP men generally earn more from personal sponsorship packages, such as leathers and helmets.

Slight knows that the end of the season will be extremely hard for him, with Troy Corser, his teammate Fogarty and John Kocinski breathing down his neck.

"It's going to be tough," he said. "But I'm glad that most of the circuits we've been to since Sentul suit the Honda pretty well. At the end of the day, I might win the World Championship without winning another race. I would prefer to do it another way, but if that's the way it has to go, I'd be glad to take the title."

rules are offering to the Italian twins.

"Before the championship was created, FIM wanted Ducati to join and pose a threat to the Japanese four-cylinders," Slight said. "That's why they offered them a weight and cylinder-capacity advantage. But how can you explain that Ducati have won over 100 World Superbike races since 1988 and that Honda or any other Japanese make has to do with a much smaller number of victories?"

"I don't want to take anything away from any rider. For me, to win the World Championship you must be the best rider with the best package. It's hard to do this, but to back my stories up I need to use Doug (Polen) and (Carl) Fogarty. That doesn't mean I put them down. When they won their titles, they were the best riders of that year and they had the best package. But I still maintain that it is easier to ride that bike than the bike I was riding at that moment.

"This time last year, Carl (Fogarty) put a new tire on his bike in the second qualifying session at Sugo, got angry and immediately went one full second faster. We can't do that. We are riding our bikes on the limit all the time. And he is not doing that on a Honda either. I still don't want to take it anything away from the guy. He is the World Champion, and the two years he won the championship he was a way better rider than anybody else on a Ducati."

Saying the rules need changing is one thing; introducing new rules is another.

"I would hate to be the FIM and think up a new rule," Slight said. "How can you make a championship more even? They leveled the weight for all the bikes last year and the next year Ducati come out and have more top speed than us. The easiest rule is to introduce a capacity limit of 750cc for all. That's the basic rule and the easiest way.

"Some propose to limit the capacity to the original value (e.g. 916 for the Ducati), but that will only be good for one year because next year they will

went back to the standard settings.

"The last 18 months I haven't even bothered testing because I didn't think it was working, or that we learned something that we could use on our racing bike. Apparently, the position of the engine in the chassis is a problem, and the fact that we are using a V-four engine and not an in-line four-cylinder doesn't make things any easier to solve that problem. But after more than two years of practical experience on the tracks, I think we now have a bike that can run with the best.

"The bike is very fast - on top we have the same speed as the Ducatis. The RC45 is also very reliable. The engine is now so reliable that it will be difficult to make it go any faster. To be honest, I thought last year that we were at the end of the development, but the lap times have sunk even more this year. I'm convinced now that we can go even faster, but for that we will need more corner speed. So that will be the area the engineers in Japan will be working on."

Slight doesn't believe in spectacular new technologies to make the RC45 get into a higher gear. Traction control wouldn't work, he says, because of the tire wear and the complete absence of control over the rear tire by the rider. Using a "Big Bang" firing order on the RC45's engine also would be a big challenge because of the need to build in a better balance and to use heavier and stronger components. He also denies ever having raced a "Big Bang" engine since joining Honda.

A LEAGUE OF THEIR OWN

Even though the RC45 might now be close to perfection within the present technical limitations, the bike still has to give away a lot to the Ducatis on most tracks. Slight always has been very outspoken about the unfair advantage the

son would be a learning year. Because of the tires the RC45 was a completely different bike. It was only at the end of the season that things started to go in the right direction. Michelin had been concentrating on the Ducatis until then, because those bikes were winning races and we were not. Most of their development work had been concentrated on the tires for the Ducatis which weren't so aggressive with the rubber due to their lighter weight and smoother acceleration.

"At the end of 1995, we started to make development with Michelin, and that has shown very clearly. This year we're starting to get where I can just jump on the bike and ride it like in 1994. That year I'd felt that I could get the maximum out of the bike - even though it wasn't easy, it was fun to do. Last year, I had to be very careful about what I was doing in the turns. I was never quite sure about what was going to happen if I got in a bit too hot or if I got on the gas too early. Apart from the tires, I think we now also have better suspension to work with the Michelins."

GRAVITY

More serious is the handling problem of the bike in bumpy turns.

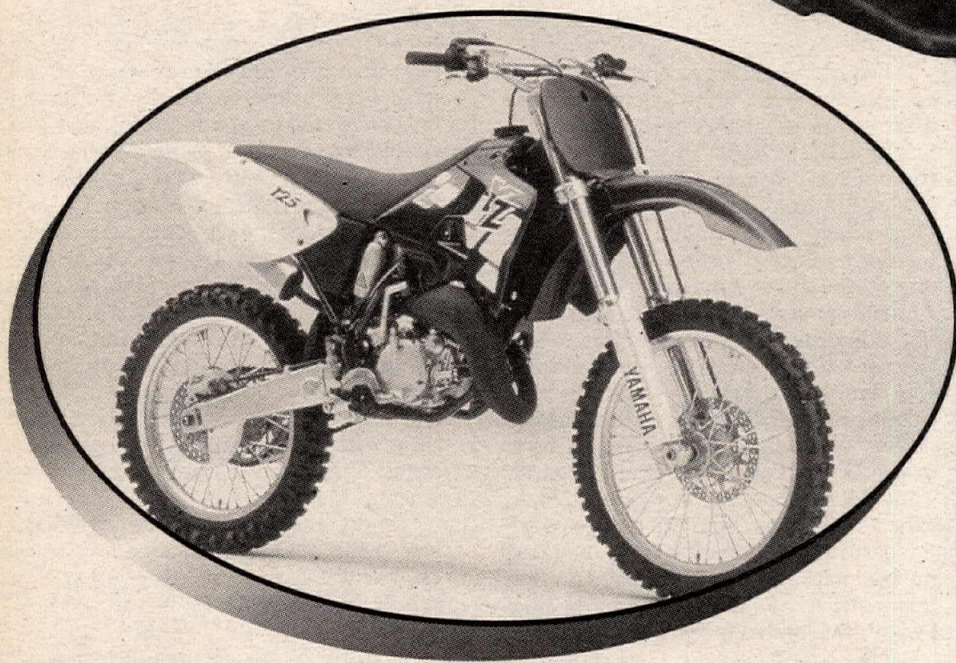
"The bike has a lot of front-end weight bias," Slight said. "If you turn into a corner and you hit a bump, the front end gets unloaded and pushes the tire to the outside of the corner. It has to do with weight distribution and the position of the engine in the frame. We've tried different steering-head angles, offsets and everything else that is allowed in the current technical regulations. In Japan we even tested a prototype with an adjustable steering-head angle, but every time I tried that bike, I

HANG OUT WITH A YZ, AND YOU'LL PROBABLY GET A REPUTATION. PEOPLE WILL START CALLING YOU NAMES, LIKE "WINNER".

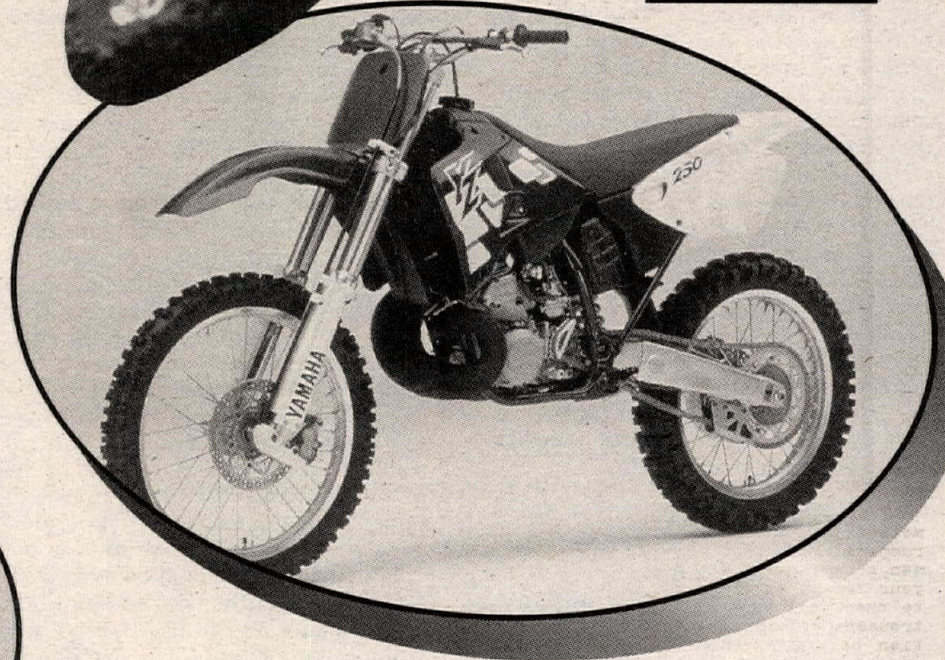
In 1997, all YZ models will gain from increased power. Among the enhancements for the YZ80 and YZ125 are new exhaust pipes and ignition curves, providing improved rideability and faster lap times. The YZ250 benefits from the most improvements, including new crankcases, cylinder body, exhaust pipe, combustion chamber shape and volume, and a new reed valve. Additionally, all models will see enhanced brake performance, improved ergonomics, chassis and suspension upgrades, and extended durability. In 1997, weekend racers can look like factory pros as Yamaha will modify its new blue and white color scheme to replicate its factory works-bikes.



YZ 250



YZ 125



YZ 80

YAMAHA



WR250

The WR250 returns for competitive cross-country racers and recreational off-road riders alike in 1997. To increase the WR's durability and reliability, a new CDI unit and upper coil -- providing improved spark timing and less fouling at lower speeds -- were added. Front brake performance has been enhanced by using the 1997 YZ250 front brake master cylinder and for increased traction, new Dunlop tires have been added. Other changes include: 10mm taller handlebars for better riding position and new blue and white coloring and graphics.

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The riders used during photography are highly skilled, very talented professional racers. All of the action was shot on a closed course, and is not intended to be duplicated in any way.

Specifications subject to change without notice. *YZs come with a 30-Day Limited Factory Warranty. Limited warranty does not apply to units for racing. See your dealer for details.

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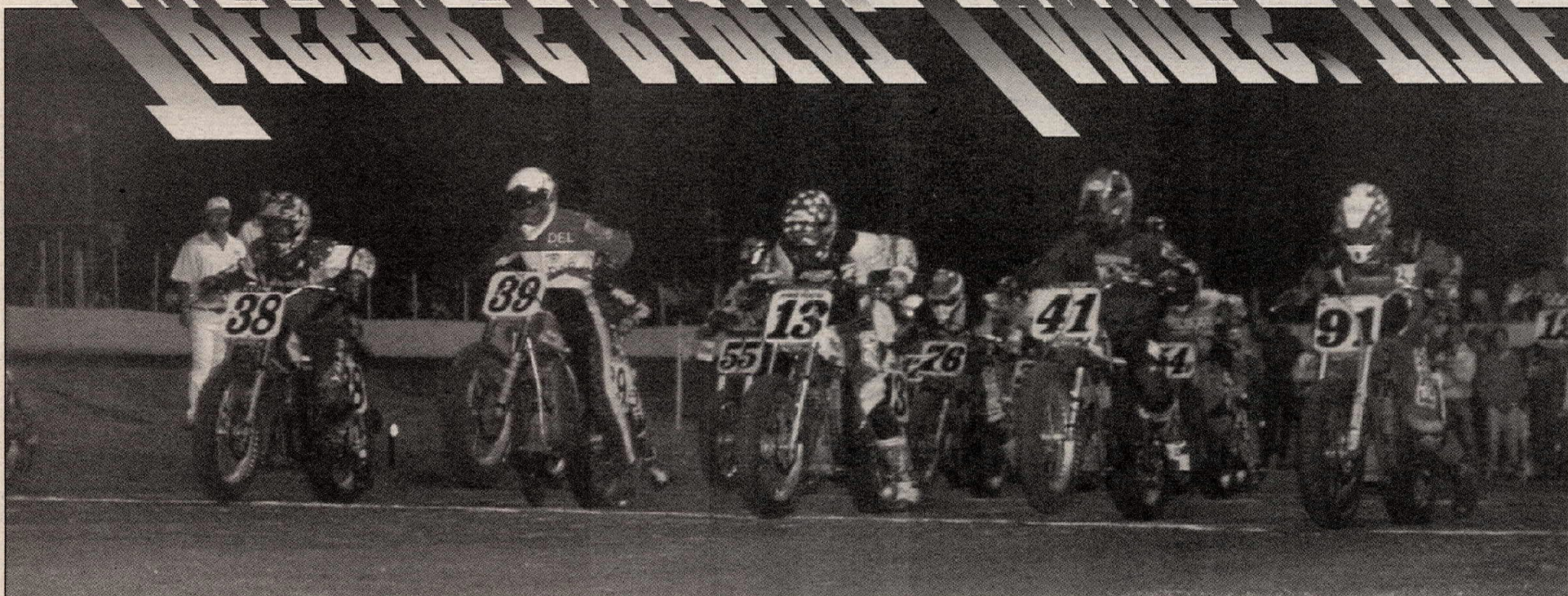
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TRESSER'S REPEAT, LANDES' TITLE



By Clay Light

CASTLE ROCK, WA, SEPT. 7

Brett Landes notched his name in the AMA record books among a very select few heavy hitters after clinching the AMA 600cc National title at the final round of the abbreviated 600cc National Series at Castle Rock Raceway with a crucial come-from-behind second place finish to Andy Tresser in the 25-lap main event.

Landes, of Los Gatos, California, proved his TT prowess by not only achieving his first goal - making the 17-rider National - but also by ultimately closing in on Tresser to finalize a season-long quest for the championship. The Audiovox/Quaker State-backed 26-year-old Rotax rider had to place within three positions of Tresser, last year's 600cc National winner here, to take the title. Landes' hopes were fulfilled after he charged from eighth on the opening lap to close in on Tresser late in the final.

"I knew right from the start of the main I'd have to put together some pretty good laps," Landes said. "I got around Danny (Stanley) and just kept my focus on Andy. I do think I could have passed him, but I didn't want to take any chances of bumping him and going down."

Landes' name now goes down on a three-rider list of 600cc National Champions with Chris Carr, the seven-time winner, and 1994 Champ Mickey Fay. Landes knew from the very start it would be a tough task, as he held an eight-point lead over Tresser. Others on hand with a shot at the title were Texas' Charlie Orr, Fay and Stanley, as the other top 10 riders were contending the Syracuse, New York, Grand National mile.

Tresser, who also was on a mission, did just what he had to do - win the National, but he hoped that he'd get some help from the intimidating, pre-dominant Northwest riders in keeping Landes outside the top five. Even though Tresser did get the win, Landes'

(Above) Primary 600cc National Championship

contenders Brett Landes (41) and Andy Tresser (91) blast off the inside off the first row to start the Castle Rock National TT.

Each rider did what was necessary to pick up the title with Tresser winning the race but Landes finishing second and claiming the championship.

(Right) Tresser has definitely made his mark on the dirt track scene in 1996. The Californian's victory marked back-to-back Castle Rock National wins to add to his Peoria Grand National TT victory in August.



charge was too much for even the local TT specialists to fend off.

"I didn't think I'd get off the line as well as I did," Tresser said. "We've been having clutch problems all day. Of course I'd have liked to win the title, but I did what I had to do to earn it."

Following the two was BBRP/Budweiser rider Stanley, of Bellingham, Washington, who for the past several years has been the dominant rider here during the regular season but hasn't enjoyed the same success in National competition.

HEATS

Oregon's Rex Fisher jumped out in

front of Stanley, Jeff Harsha, Rob Dameron and rookie Expert Christian Vernon in the first of four heat races. Stanley trailed Fisher for several laps before making his move and displacing his long-time nemesis. The two traded leads back and forth before Stanley figured the track out and picked up the heat win ahead of Fisher.

"Rex is really good on a slick track," Stanley said. "I was running up high, but I came down and took his line away."

Tresser was out of control, much due to nagging clutch problems, as the field roared off without him in heat two. Tresser, though, mounted an incredible

charge that would take him from last to first in three laps. Del Schnitzer, Orr and Ryan Anderson battled over second, a spot which Anderson took on the last lap, only to hand it back to Schnitzer.

"I just came in too hard and lost it," Anderson said.

Steve Mayfield, Castle Rock's Charlie Brown, Landes, Speedy Kell and Lonnie Kopp spent a great portion of heat three bumping for position. As Mayfield appeared to be running away with a win, Landes clawed to within striking distance and overtook him for the victory. Mayfield held off Brown's challenges to transfer directly also.

"You can say I'm happy with that

ride," Landes said. "I always get a little nervous out here. These Northwest guys are tough to beat."

Jeff Annen, Eli Price, Fay, John Hlebo and Troy Rose were front-runners in the fourth and final heat race. Fay got around Annen and easily won. Annen looked to have second place sewn up until Price came from behind to overtake him on the last lap. But Price's ride came to an end when he unloaded in front of Annen, who barely salvaged second place to transfer.

SEMIS

Kell led Orr, Anderson, Simonsen and Eric Rickman on the opening lap of the first of three semis which would transfer three riders each to the final. Kell ran well out front of Simonsen's Honda for a win aboard the MVP/MSR/Arai/Ron and Carol Kell-backed Rotax, while things mixed up among Orr, Anderson and Rickman. Orr's title chances were eliminated when both Anderson and Rickman charged past him. Anderson took third, good for a first National entry.

"I wanted to do this in the heat, but oh, man, this is great," Anderson said.

Rose breezed to a win in semi two while two other Northwest riders, Price and Waters, ran 2-3 ahead of Californians Dameron and Jesse Sanchez. Price, with his second-place finish, earned a long-overdue National berth while Waters was third.

Medford, Oregon's Jeff Harsha opened up a huge third-semi lead and stretched it out to beat Hlebo. The Extreme Drywall/O'Brien Racing/Jeff Moffett-sponsored rider more than made up for his narrow heat-race loss to lead Hlebo and Vernon, who displaced ailing veteran Don Wilson for the final ticket to the 17-rider final.

600cc NATIONAL

Mayfield, among the front-row contestants, shot out in front of the field at the unleashing of the 25-lap National final, followed by Tresser and Northwest TT specialists Stanley, Fay, Schnitzer and Simonsen.

Landes got off the line poorly, also hampered by clutch problems, but was quick to displace three riders in one fell swoop - namely Simonsen, Schnitzer and Fisher - and found himself running fourth, a position he drastically needed to improve upon. He then set his sights on Fay, who was a tougher target.

Up front, Mayfield, who initially had the ride of his life going up front, yielded to Tresser and now was faced with the looming advance of Stanley. As Mayfield began to make his fall backward through the ranks, Tresser opened up a huge lead over Stanley, who in turn had a similar margin over Landes, the Team Undo rider already having overtaken a fading Mayfield and Fay to sit third.

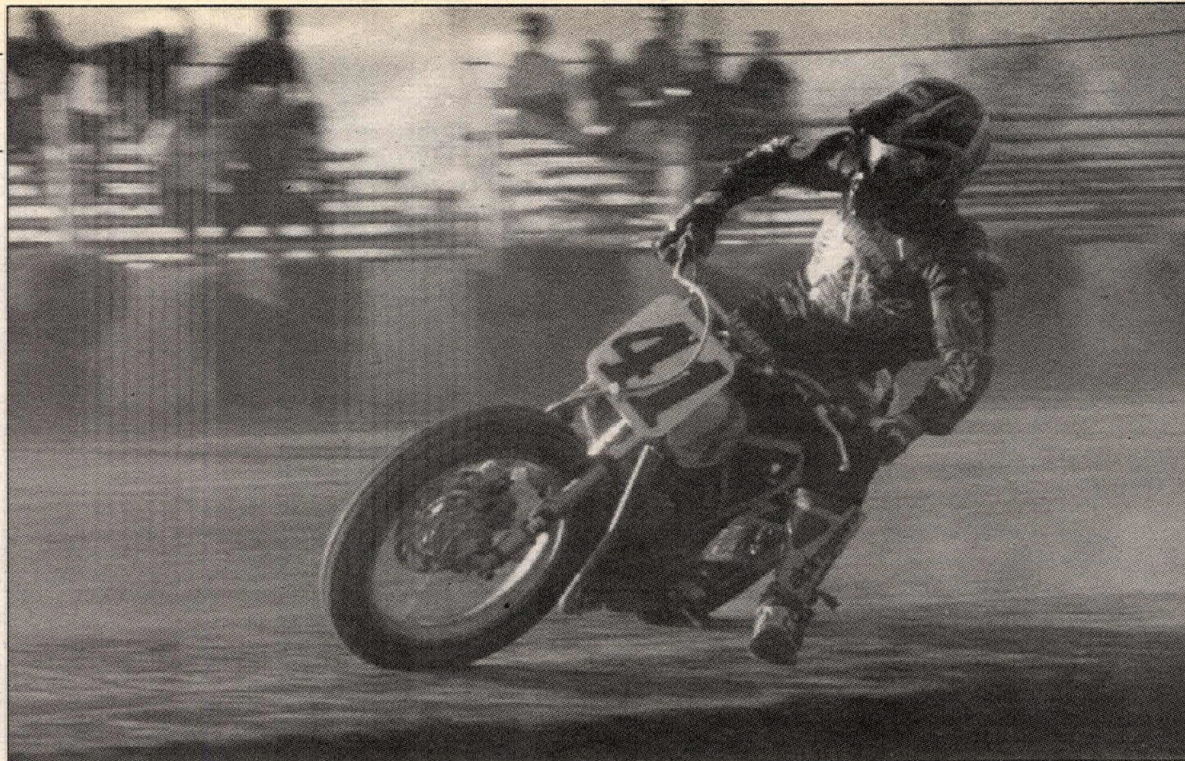
This now placed Landes in the position he needed for the title, but he saw a fading Stanley and by the midway point had closed in for the kill. Landes got by Stanley, but by this time Tresser had a huge lead and was pulling away, unaware that Landes was running so close behind him.

Tresser's lead evaporated with five laps to go as Landes, smelling a championship and urged on by a portion of the 10,000 spectators on hand, closed in for the kill. Also moving up was Fisher, who got around Fay late for fourth and had Stanley within view.

The final lap saw Tresser's lead dwindle to nothing as Landes was right on his rear wheel. Nonetheless, Tresser

(Right) Landes amply displayed his TT prowess by coming from behind in the third heat to post a victory. He almost pulled off the same feat in the main event.

(Below) Local boy makes good: Dan Stanley took a break from the Grand National wars to return home and compete at Castle Rock. The likable Bellingham rider finished third in the main and third in the series.



(Below) Besides Chris Carr and Landes, Mickey Fay is the only other rider to have won the 600cc National Championship, having claimed the 1994 series victory. Fay's fifth-place finish in the main event kept him fourth in the '96 series final standings.



maintained the lead which would continue the storybook season for the Motion Pro/Circle Bell/Aupperle/Deiss Automotive-backed rider, winner of back-to-back Nationals here.

"I didn't think I'd get off the line like I did," Tresser said. "There's also a lot of pressure to win two in a row and I did what I had to do to try and win the title." Landes finished a close second fol-

lowed by Stanley, who faded after what he thought was a flat tire.

"It turned out to be rear wheel bearings," Stanley said as his mechanic, Brian Billings, displayed what was left of the piece. "I was lucky to salvage a podium spot."

Fisher held fourth to the finish while Fay, riding a borrowed Rotax, rounded out the top five. Simonsen, Mayfield, Kell, Price and Annen finalized the top 10 finishers.

From the podium, where 600cc mainstay Chris Carr handed the 600cc National number-one plate to Landes, who would quickly board a private jet to Syracuse, Landes summed it up.

"It's good to win this and put it in the books," Landes said. "I put together some good laps and made a charge when I had to. I didn't want to take any chances and just followed Andy." CN

Castle Rock Raceway

Castle Rock, Washington

Results: September 7, 1996 (Round 3 of 3)

HEAT 1 (10 laps; 9 riders, top 2 transfer): 1. Dan Stanley (Rtx); 2. Rex Fisher (Rtx); 3. Jeff Harsha (Rtx); 4. John Paul Simonsen (Hon); 5. Robert Dameron (W-R); 6. Christian Vernon (ATK); 7. Eric Rickman (Rtx); 8. Steve Smith (Rtx); 9. Dick Wall (Hon).
Time: 3 min., 14.86 sec.

HEAT 2 (10 laps; 9 riders, top 2 transfer): 1. Andy Tresser (Rtx); 2. Del Schnitzer (Rtx); 3. Charlie Orr (Rtx); 4. Ron Waters (Rtx); 5. Don Wilson (Rtx); 6. Jaime Aguilar (W-R); 7. B. Rackley (W-R); 8. Jason Enderson (Rtx); 9. Ryan Anderson (W-R).
Time: 2 min., 55.49 sec.

HEAT 3 (10 laps; 8 riders, top 2 transfer): 1. Brett Landes (Rtx); 2. Steve Mayfield (W-R); 3. Charlie Brown (Rtx); 4. Speedy Kell (Rtx); 5. Lonnie Kopp (W-R); 6. Jesse Sanchez (W-R); 7. Steve Liberty (Rtx); 8. Russ Yamamoto (W-R).
Time: 3 min., 14.37 sec.

Heat 4 (10 laps; 8 riders, top 2 transfer): 1. Mickey Fay (Rtx); 2. Jeff Annen (W-R); 3. John Hlebo (Rtx); 4. Troy Rose (Rtx); 5. Jerry Southworth (Rtx); 6. Steve Pruczinski (Yam); 7. Eli Price (Rtx); 8. David Anderson (Rtx).
Time: 3 min., 15.87 sec.

SEMI 1 (8 laps; 9 riders, top 3 transfer): 1. Speedy Kell (Rtx); 2. J.P. Simonsen (Hon); 3. Ryan Anderson (Rtx); 4. Eric Rickman (Rtx); 5. Charlie Orr (Rtx); 6. Jaime Aguilar (Rtx); 7. David Anderson (Rtx); 8. Steve Liberty (Rtx); 9. Dick Wall (Hon).
Time: 2 min., 36.69 sec.

SEMI 2 (8 laps; 8 riders, top 3 transfer): 1. Troy Rose (Rtx); 2. Eli Price (Rtx); 3. Ron Waters (Rtx); 4. Charlie Brown (Rtx); 5. Geramy Rackley (W-R); 6. Steve Pruczinski (Yam); 7. Robert Dameron (Rtx); 8. Jesse Sanchez (Rtx).
Time: 2 min., 32.97 sec.

SEMI 3 (8 laps; 8 riders, top 3 transfer): 1. Jeff Harsha (Rtx); 2. John Hlebo (Rtx); 3. Christian Vernon (ATK); 4. Don Wilson (Rtx); 5. Lonnie Kopp (W-R); 6. Steve Smith (Rtx); 7. Jerry Southworth (Rtx); 8. Jason Enderson (Rtx).
Time: 2 min., 32.88 sec.

600cc NATIONAL (25 laps; 17 riders): 1. Andy Tresser (Rtx); 2. Brett Landes (Rtx); 3. Dan Stanley (Rtx); 4. Rex Fisher (Rtx); 5. Mickey Fay (Rtx); 6. J.P. Simonsen (Hon); 7. Steve Mayfield (W-R); 8. Speedy Kell (Rtx); 9. Eli Price (Rtx); 10. Jeff Annen (W-R); 11. Troy Rose (Rtx); 12. Jeffrey Harsha (Rtx); 13. Del Schnitzer (Rtx); 14. Ryan Anderson (Rtx); 15. Christian Vernon (ATK); 17. John Hlebo (Rtx).
Time: 8 min., 37.35 sec.

AMA 600cc NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 3 of 3 rounds): 1. Brett Landes (46); 2. Andy Tresser (42); 3. Dan Stanley (29); 4. Mickey Fay (28); 5. Dave Camlin (26); 6. (TIE) Kevin Varnes (1 win)/Steve Morehead (1 win)/Georgie Price IV/Charlie Orr (23); 10. J.P. Simonsen (19); 11. Ricky Graham (16); 12. (TIE) Rich King/Rex Fisher (15); 14. Jeff Annen (14); 15. Roger Durkee (13); 16. (TIE) Stephen Mayfield/Mike Hacker (12); 18. (TIE) Kenneth Carver/Dan Butler/Kevin Atherton (11).

By the staff of *Cycle News*

It's a nearly a done deal for Ducati. After eight months of hunting for an outside investor to prop up the company's precarious cash flow, Cagiva Group bosses Gianfranco and Claudio Castiglioni appear to have at last found a partner to plot the future of the most glorious name in motorcycle manufacturing.

An agreement signed on July 26 confirms the projected sale of 49 percent of the company to an American investment house, Texas Pacific Group (TPG). In a deal brokered by London-based merchant bank Morgan Grenfell, now a part of the giant Deutsche Bank combine (with the possibility that Morgan Grenfell actually will hold 10 percent of Ducati), TPG is understood to have agreed to pay 500 billion lire (about \$325 million) for a 49-percent holding in a new company to be floated under the name Ducati Motorcycles SpA. This will entail splitting Ducati off from the other marques in the Cagiva motorcycle empire (Cagiva, Husqvarna, Morini and MV Agusta), and completely restructuring its day-to-day operation, which will be independent of the remaining 28 companies in the Cagiva Group.

Though headquartered in California rather than Texas as its name suggests, San Francisco-based TPG is an established player on the world financial stage, controlling more than \$700 million of investment funds. In the recent past, TPG has purchased control of the major Texas-based international air carrier Continental Airlines, as well as acquiring Swiss multinational Nestle's substantial interests in the California wine industry earlier this year. TPG already attempted an Italian acquisition back in 1994, but efforts to secure control of the Turin-based GFT fashion combine, which among others is linked to Giorgio Armani, came to naught. Their successful pursuit of a deal with Cagiva for a large slice of Ducati has now offset that disappointment.

Since it was first revealed at the end of last year that the Castiglioni brothers were actively seeking an outside investor, several North American financial houses have been jockeying for pole position in the race to close a deal. Thanks to its World Superbike Championship success, prestige model range and overflowing order book, Ducati is considered a blue-chip investment to those outside the motorcycle world, potentially more profitable even than Ferrari is on four wheels because of the more accessible unit cost of the Ducati product. Thus, there was no shortage of potential partners, the pack headed by Chicago financier Sam Zell, who because of his personal collection of Ducati motorcycles was the possible source of funding on whom press reports focused. But contrary to those reports, the Castiglioni brothers never agreed to a deal with the Zell Chilmark Fund and their banking underwriters Merrill Lynch.

"Mr. Zell insists on acquiring a majority interest in the company, and that is something my brother and I will never agree to," Claudio Castiglioni said in an exclusive interview back in February of this year. "It is quite untrue that we made any deal with him, and we are unhappy about the reports that come from his side saying that we have, because we are concerned that this will give the wrong impression to other companies we're negotiating with, and perhaps discourage them from continuing talks."

Other such companies included

Investcorp, the holding company which recently brought Gucci to the New York Stock Exchange; Indonesia-based MegaTech, which owns the prestigious Lamborghini car marque and whose president Tommy Suharto is the business partner of World Superbike supremo Maurizio Flammini; and the U.S. giant Citicorp Bank through its CVC investment arm. But it was TPG who ended up winning the prize.

It's understood that an outline deal was agreed to some weeks ago, but the sticking point was exactly who would end up controlling the company under Ducati's new corporate structure. Like other potential outside investors, TPG obviously was reluctant to pump millions of dollars into a company without a decisive say in how it would be run, especially since they'll be called upon to underwrite a substantial investment in Ducati's operation, on top of the cost of acquiring the shares in the company.

Sources within the Bologna factory

vides for the Castiglioni brothers to retain a voice in the day-to-day running of Ducati, as well as an eventual buy-back option. Furthermore, it's also envisaged within the agreement that Ducati will be floated on the New York Stock Exchange within three years, thus effectively providing TPG with the profit from their investment.

No official statement has yet been made, but key Ducati executives confirm that the deal is done. How quickly the effects of the buyout will be felt in the marketplace in terms of slashing the huge backlog of unfilled orders for new Ducati models remains to be seen, but with cash at last available to pay suppliers and keep factory employees working full time, it seems probable that top management's target of increasing annual production to 40,000 bikes a year from the 30,000 projected for the 1996 model year (of which barely 20,000 will end up being made), will be achieved in the short term, while also giving the

The American buy-in to Ducati inevitably places a question mark over the future of other marques in the Cagiva portfolio. But according to key factory sources, the injection of funds that the purchase represents will lead to a substantial upturn in the fortunes of Cagiva and Husqvarna, as well as perhaps a return of Morini and MV Agusta to the street bike showrooms.

Due to a number of speculative business ventures unrelated to motorcycles which have resulted in substantial losses, the total debt of companies associated with the Castiglioni family has been estimated by Italian financial sources at around 400 billion lire (approximately \$260 million). The main cause for this is reputed to be the drying up of the various sources of low-interest loans which fueled the family's spending spree in the late 1980s, thanks to their close connections to the highest levels of the Italian Socialist party, then in power. But the TPG buy-in to Ducati would allow this debt to be wiped out, as well as to provide a source of development capital and permit the Castiglioni brothers to secure new financial backing to allow the Cagiva marque to be established as a full model range in its own right.

The key to this is the F4 four-cylinder prototype on the verge of being launched in superbike form. The current Cagiva range comprises the elderly T4 air-cooled 600 enduro, the budget-priced River 600 and good-looking Canyon 600 (powered by the some obsolescent engine), the Ducati-powered Elephant (now certain to be built in Bologna and carry the Ducati name), the Mito sportbike and other 125cc two-stroke fashion-bike singles, and a range of Taiwanese scooters. Sales of the ill-thought-out range have been disastrous, even in the Italian home market, resulting in the Varese factory being reduced to working part-time and the work force being laid off for a two-month summer holiday. Demand for Husqvarna products remains high, but just as with Ducati, the Cagiva cash flow crisis has meant suppliers have been unpaid and production stalled.

Splitting Ducati away from the other marques will mean the Cagiva Group's motorcycle operation will be concentrated in Varese, including the commercial and, above all, R&D divisions, which have hitherto been shared with Ducati and based outside. In spite of their cash-flow problems, the Castiglioni brothers invested a substantial sum earlier this year in establishing an extensive, ultra-modern R&D center in Varese run by Ducati Monster designer Miguel Angel Galluzzi quite separately from Massimo Tamburini's no less expansive CRC setup in San Marino, where the Ducati 916 was developed.

This move obviously was made in anticipation of the split that has now happened, to enable Cagiva to function independently of Ducati in the future. However, though Ducati and Cagiva will henceforth be run as two completely separate companies, with their only commercial link the fact that the 100-percent owners of Cagiva possess 49 percent of Ducati shares, the two companies still will have a business relationship with each other. So, for example, Ducati will buy its frames from Cagiva's Telai factory in Varese, where they're made at present. But the split means that Cagiva engineers now have the green light to move ahead with production of a new range of models, some of which will compete head-on with various Ducati products.

Two new families of engines will provide the basis for this: the new 650cc

The Ducati deal

insist that the two Castiglioni brothers themselves disagreed about relinquishing control of Ducati, and that this nearly squelched the deal. Claudio Castiglioni apparently was ready to cede 51 percent to outside investors, but with a buy-back option which would allow the family to regain control, but Gianfranco wanted to retain at least 51 percent of the shares at all times, without ever relinquishing total control. It's now apparent which of the two had his way.

The deal with TPG is reliably understood to entail the American investment house acquiring 49 percent of the Ducati SpA share capital, the Castiglioni family another 49 percent, with the remaining two percent being "parked" with an Italian bank as a guarantee of good faith between the parties and to hold the balance in the event of a dispute.

According to conjecture on the part of Italian sources, the institution in question may in fact be the Fiat Bank, the merchant banking arm of the Italian car empire controlled by the Agnelli family. At present there's no confirmation of this, though the Castiglioni brothers are known to have had dealings with Fiat Bank in the recent past.

However, while TPG and Cagiva Group lawyers are busy working out details of the final contract, it is known that the July 26 initial agreement pro-

vides green light to new models like the ST2/ST4 sport touring range being unveiled at the Cologne show in early October, as well as the updated 900SS/750SS models and the long-awaited Supermono roadster.

More to the point, Ducati can now start to make serious plans for the next millennium by intensifying development of its next-generation V-twin engines. Work already has begun on the liquid-cooled, fuel-injected successor to the current single-cam, two-valve motor, but perhaps even more pressing is the successor to the eight-valve engine currently powering the 916, from which the world-title-winning Superbike is derived. It still will be a fuel-injected DOHC 90-degree desmo V-twin, but with much more compact dimensions and with the cylinders rotated backward on the crankcases to allow a shorter wheelbase and improved weight distribution. This already has been drawn up but not yet put into metal even in prototype form, due to a lack of development funds. The TPG buy-in will allow Ducati's new management - which is likely to include some key American executives alongside Italian managers from outside the motorcycle world - to forge ahead with this new generation of Ducati models, as well as to increase production of the existing range.

Husqvarna liquid-cooled, four-valve single which now definitely will make its debut at the Cologne show in enduro form (complete with electric start, balance shaft and street-type oil system), and the four-cylinder F4. The HVA motor will power a range of Cagiva singles as well as the Swedish-born marque's off-road range, including updated versions of the Canyon and River with almost twice as much power as the present models, as well as perhaps a Supermono sport single based on the Mito chassis.

But it's the four-cylinder F4 engine that is most crucial to the company's future plans, with a range of different models planned on a modular basis similar to what Triumph has shown to be entirely feasible for a European manufacturer, allowing the substantial R&D costs entailed in developing an all-new multi-cylinder engine and putting it into production to be amortized over a wide range of models appealing to a greater cross-section of customers.

Plans therefore now call for the fuel-injected F4 Cagiva 750 superbike's public debut to be held back until the Milan show in November, 1997, by which time the separation of Ducati and Cagiva should have been completed. Though the bike is now ready and Tamburini has completed his work on the prototype, Cagiva management prefers to wait to launch it until manufacturing facilities at Varese have been upgraded to allow the bike to be largely produced in-house (just like Triumph - entailing a similar investment in a new plant, the money for which will be available after the TPG buy-in), and production can begin at once.

But though the F4 superbike - now scheduled to make its World Superbike debut in 1998 - will be the most high-profile four-cylinder model, Cagiva management plans to develop a whole range of bikes powered by various versions of the same basic engine design, including a sport tourer, an unfaired roadster, as well as custom and hyperbike models. And apart from the 900cc version of the engine that's already been developed alongside the 750 superbike, Cagiva executives are already focusing on developing a fuel-injected 600cc version of the light, compact 16-valve engine with which it can attack the crucial 600cc supersport class, both on the track and in the showroom.

"The TPG deal unlocks Cagiva from the restraint of having to play second fiddle to Ducati," says a top Italian industry executive. "Because demand for Ducati bikes remained so high, the Castiglioni family had no choice but to concentrate most of their available investment in it, because the profits from selling Ducatis propped up the rest of their empire."

"But to be honest, Ducati is a niche marque which has a limited potential growth factor, just like Ferarri - there will never be a Ducati with more than two cylinders, and that only appeals to a limited selection of customers. But Cagiva has the potential to become a fully fledged world marque building four-cylinder bikes that are capable of taking on the Japanese, and I think that for reasons of pride as much as anything, the Castiglioni's will want to show the world they have the ability to make a success out of doing just that."

"Don't write them off. These guys know how to make motorcycles the public wants, and now they've bailed themselves out of their financial jam, I'm sure they'll bounce back stronger than ever."

CN



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MOTOCROSS

World Championship 500cc Motocross Series

Final Round: German Grand Prix

Just in time... Happy Birthday, Shayne



By Alex Hodgkinson

GAILDORF, GERMANY, SEPT. 8

Shayne King unwrapped his best 26th birthday present a day early when he clinched his and New Zealand's first World Motocross Championship in the final round of the series at Gaildorf in southern Germany.

"This is going to be one long party," King said after crossing the line in fifth in the first moto to seal the title. "Tonight we celebrate the title and at midnight my birthday as well. When I was a kid I set myself the goal of being World Champion by the time I was 25. I just made it in time!"

The new World Champion was greeted by his wife Yvette and his parents, who had flown from the other side of the world to be with their son on the greatest day of his life.

The Kiwi led the second moto until he fell on a cambered slope, but persevered to the finish despite a very painful right knee and forearm.

Peter Johansson ensured himself of third in the series when he beat Dietmar Lacher by two places in the first race. The Swede then went on to win his second Grand Prix of the year overall, though the moto wins went to home-country riders Pit Beirer and Bernd Eckenbach.

Three Germans went into the first race optimistic of success on home soil, but two saw their chances disappear in the first sweeping left-hander.

"I don't know who it was but someone came across from the outside and we collided," explained qualification group winner Eckenbach as he lay with an ice pack on his right knee. "It seemed like half the pack ran over me."

Lacher also was hindered by the incident: "I slipped on the gate and Bernd went down right in front of me. I didn't fall, but they were gone by the time I had got around."

The top German in the series was 21st at the end of the first lap.

Beirer had no such problems and completed the opening lap third behind title candidates King and Joel Smets.

The defending World Champion

(Above) Kiwi Shayne King wrapped up his first World Championship in Germany. (Above right) Darryl King (3), Peter Johansson (4) and Dietmar Lacher (16) battle for the lead. (Right) Joel Smets ended the series second after failing to defend his title.



Smets actually had grabbed the holeshot, but was not happy on the well-watered surface which didn't dry despite the sunshine.

"It was terribly slippery all race, but it is very patchy," Smets said. "Normally my four-stroke can find grip on a slippery surface, but here it was a disadvantage. I just never knew when the rear wheel was going to find traction under acceleration or if the rear wheel would lock up when I closed the throttle."

King already had snuck past on the first lap as Peter Johansson and Darryll King - Shayne's brother - closed in to complete a five-man freight train developed on the traditionally one-lane Gaildorf expressway.

The points leader, Shayne King, was the first to make a mistake: "I stalled it in a turn at the back of the track and dropped to third," he said. "It was no problem to catch back up to Joel and Pit, but it's difficult to pass. I had wanted to win the title with a moto win, but I'll have to go for that in race two. I had tears in my eyes in the last couple of laps as the title win drew closer. That's when Darryll and Peter slipped past."

Up front, Beirer finally got by Smets when the Belgian missed a gear and the German increased his tempo.

"I was nervous before the race because

I only had one chance to practice on the 500 before I came here and I didn't know if I would be able to hold the tempo because the bike takes a lot more out of you physically," Beirer said. "When I had held on to them for 20 minutes, I decided to go for it. I had heard that the 500 regulars tend to take a breather at that point of the race, and by the time they upped their tempo again I was gone."

Johansson's first-moto task was to ensure third in the series: "My mechanic Dan signaled me already on the second lap that Lacher was down the field, and a few laps later I found a place where I could look across the track and see him," he said. "With 15 minutes to go, he was one place behind me, but I saw that King was slowing as the title drew closer. I put in the effort to catch up onto his rear

Briefly...

KTM will go into the 1997 World 500cc Championship with **Shayne King** and **Kurt Nicoll**. The new World Champion signed a two-year contract with the factory a couple of days before clinching the title. "I will defend my title next year, and I can race either 250 or 500 in 1998," King said. He expects to soon wrap up details that will see him stay with the Silent Sport team. Nicoll will race for the English Skymasts team. The Austrian firm also had clinched its first 500 manufacturers' title at the penultimate round in Sweden.

Yamaha will return to the 500cc GPs next year with a four-stroke model of just over 400cc fitted into a YZ250 frame. Rider contracts have not yet been signed, but **Peter Johansson** and **Darryll King** have on the shopping list. It is believed that only one rider will be signed, and the Swede, a previous Yamaha employee until he switched to the 500cc GPs last year, confirmed his role as favorite with his win in Gaildorf. The deal should be tied up within two weeks. The elder King brother could find some consolation in a factory ride with Husqvarna. The New Zealander was recommended by brother Shayne, who explained his decision to stay with KTM: "It was a good offer from Yamaha, but I had to sign before I could even see the bike, and anyway I have a good setup at KTM."

Honda is expected to continue the Japanese return to the 500cc GPs in 1998, also with a four-stroke, while a CR400 two-stroke is expected to be ridden by a Japanese rider at the MX des Nations and the German Sarholz team is interested in using it next year.

Shayne King's parents flew over from **New Zealand** to see him clinch the world title. The Kiwi also was inundated with faxes from individuals and organizations such as the sports council in his homeland all week wishing him well during the week before the race.

Gaildorf was **Dirk Geukens' final GP**. The ex-world number three will race only in Belgium next year.

Yves Demaria has been fired by Yamaha but will ride the marque until the end of the season. Apparently the Frenchman tested Nicoll's factory KTM recently, but the Austrian firm was unable to agree to his financial demands. He then returned to Yamaha, where he complained that their bike was not as good as the KTM; the result was that he was dismissed for breach of his contract, which specifically excludes him from riding other brands. Heinz Kinigadner knocked down any idea of Demaria reopening negotiations with KTM: "We don't want him at any price now. We have spent the last few years re-establishing our good name, and we don't want to risk spoiling it by signing someone who can make such stupid outbursts."

wheel and passed him right at the end when he made a mistake. That gave me the three-points advantage over Lacher to ensure me of the number-three plate. Even if he wins the second moto to tie me on points, we would have one win each and I have the most seconds."

The championship might have been over, but the second moto was still superb.

Bernd Eckenbach bravely came to the line after taking pain-killers - and grabbed the holeshot.

King, the new World Champion, was eager to confirm his title with another win and he shot past the Kawasaki rider on the first lap and responded to every attempt by the German to recoup the lead - until mid-race when King came around in sixth.

"The front wheel slipped away on a cambered downhill and I went along the ground on my arm and knee," he explained later. "I was in agony, but I didn't want people to say, 'hey, look, the champion just pulled out after he won the title.'"

By that evening's party the knee was very stiff, but fortunately nothing was broken. Shayne finished the moto a brave sixth.

And Eckenbach finished a brave winner.

"I was in agony, but I could ride alone and choose my lines to avoid putting pressure on my knee," Eckenbach said.

Johan Boonen, who Eckenbach needed to beat to regain 10th in the series, was never a threat, having crashed at turn five.

In Eckenbach's wake were Darryll King and Johansson, who were battling not only for second in the moto, but also for the overall win. One might even say that they were fighting for the Yamaha factory ride which both would like next year. Three laps from the end, Johansson made it his own, but couldn't quite catch Eckenbach.

With the track a lot drier, it suited the four-strokes better and Smets, coming from a terrible start, had just moved into a threatening fourth behind Lacher after 20 minutes when the front wheel went out from under him: "It's the story of my season," Smets said. "I just have to relearn how to ride quickly without crashing."

Lacher's challenge also had faded 15 minutes from the end when he started to suffer stomach cramps which left him prostrate on the ground for an hour after finishing fourth.

First-moto winner Beirer had crashed out in the third corner: "Someone just slammed into my rear wheel and I ended up in the fence," he said. **CN**

German 500 GP

Gaithdorf, Germany

Results: September 8, 1996 (Round 12 of 12)

MOTO 1: 1. Pit Beirer (Hon); 2. Joel Smets (Hbg); 3. Darryll King (Hon); 4. Peter Johansson (Hus); 5. Shayne King (KTM); 6. Dietmar Lacher (Hon); 7. Rupert Walkner (KTM); 8. Jacky Martens (Hus); 9. Jochen Jasinski (Yam); 10. Gert Jan Van Doorn (Hon); 11. James Marsh (KTM); 12. Johan Boonen (Hus); 13. Jason Higgs (Kaw); 14. Chris Burnham (Hon); 15. Danny Theybers (Hon).

MOTO 2: 1. Bernd Eckenbach (Kaw); 2. Peter Johansson (Hus); 3. Darryll King (Hon); 4. Dietmar Lacher (Hon); 5. Joel Smets (Hbg); 6. Shayne King (KTM); 7. Mikkel Caprani (Hus); 8. Dirk Geukens (Hbg); 9. Jochen Jasinski (Yam); 10. Gert Jan Van Doorn (Hon); 11. James Marsh (KTM); 12. Erwin Machtlinger (Hon); 13. Peter Heilmann (Kaw); 14. Rupert Walkner (KTM); 15. Robert Jonas (KTM).

O/A: 1. Peter Johansson (Hus); 2. Darryll King (Hon); 3. Joel Smets (Hbg); 4. Dietmar Lacher (Hon); 5. Shayne King (KTM); 6. Bernd Eckenbach (Kaw); 7. Pit Beirer (Hon); 8. Jochen Jasinski (Yam); 9. Gert Jan Van Doorn (Hon); 10. Rupert Walkner (KTM).
WORLD CHAMPIONSHIP 500cc MX SERIES FINAL POINTS STANDINGS (After 12 rounds): 1. Shayne King (344/6 wins); 2. Joel Smets (318/1); 3. Peter Johansson (266/2); 4. Dietmar Lacher (242); 5. Darryll King (208/1); 6. Gert Jan Van Doorn (188); 7. Jacky Martens (160/1); 8. Danny Theybers (145); 9. Rupert Walkner (144); 10. Bernd Eckenbach (111); 11. Johan Boonen (92); 12. Erwin Machtlinger (79); 13. Mikkel Caprani (74); 14. Dirk Geukens (70); 15. Franco Rossi (64); 16. Chris Burnham (57); 17. Peter Dirckx (52); 18. Ronny Weustenraed (52); 19. James Marsh (52); 20. Attilio Pignotti (50).



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HILLCLIMB

AMA National Championship Hillclimb Series

Round 7: Lou Corriere Memorial Hillclimb

McNeely, Dent rock the clock

540cc

At 1 p.m. AMA referee Harold White gave the green light to the day's first rider, BSA-mounted Soter. Soter was making his first appearance in 1996 after finishing the 1995 season in second place. He thundered out of the hole on his nitro-burning BSA and went straight up the hill for a time of 10.175 seconds, which would be his best ride of the event. Red Lion, Pennsylvania's Kreeger also put in a fast early time, turning in a 10.567 run on his Triumph. Mike Pulver and Mike DeBusk ran in the 10.8s, but Soter's time wasn't challenged until late in the first round.

McNeely brought his Mac's Cycle Supply Honda to the line looking to get back on track after a bit of a slump and he put together the ride of his professional career. McNeely got through the critical first jump sections smoothly and never backed off, stopping the clock with a time of 9.960 seconds. It was the

only 540cc run to get under 10 seconds all day.

Paul Lowe, who won at Haydenville, Ohio, earlier in the series, had trouble on the bottom of the hill and couldn't catch McNeely, but the rest of the top riders were coming to the line for their chance at the gold.

Three-time and defending National Champion Pinsonnault was the first of three KAP nitro Honda CR500s to ride.

"It took off real good, then I hit a rock or something before the first breaker and it just kept getting worse all the way up the hill," Pinsonnault, who would improve his time on his second ride, said.

Watson is chasing Pinsonnault in the points race and he put on a nearly flawless ride that was only slowed by too much air over the first jump. His 10.052 run would turn out to be the second-best time in the 540cc class.

KAP-backed Mike Templeton has third-place finishes in his first two professional hillclimbs but he couldn't put it together today. John Hamilton Jr. also came up short of McNeely's time to end the first round.

After a short downpour, the sun came back out and began to harden the ruts in the hill, making the runs all the more treacherous.

Soter's second-round ride wasn't straight enough and he jumped too high to score a competitive time. Still, he wasn't disappointed with third on the day.

"It's good to be out here again," Soter simply said.

None of the top riders improved until Pinsonnault got his second chance at the 500-foot hill. Pinsonnault had an excellent ride under poor conditions to score a 10.221-second run to finish fourth overall ahead of Kreeger.

Watson came off the line hard, but a wheelie before the first jump forced him to back off, though his first run held up for second overall. Templeton couldn't come to grips with the hill, so it came down to Hamilton, the last rider who could beat McNeely. Templeton's Triumph blasted off the line, but his bike caught a rut and nearly flipped.

McNeely, who nearly won at round one of the series, scored his first win.

"Today has been unreal," McNeely said. "I think it helped me running late in the round because the hill was choppy at the start of the day - it had smoothed out some by the time I rode. It feels great to have my family here with me for my first win."

800cc

Rodney Smith started off the 800cc class with a solid ride, though near the top of the hill Smith drifted left and had to back off before the lights. He still came up with a 10.362.

Dingee was back on his hillclimb bike for the first time since May 19 and he rode straight up the hill with no excitement - just a fast, smooth ride. Dingee was rewarded with a 10.180-second run.

As Dent came to the line two riders later, the sky just opened up. Dent took off as quickly as he could and he flew



(Left) Scott McNeely scored the first National win of his career in the 540cc class. McNeely was the only 540cc rider to run under 10 seconds.

(Below) Points leader Lou Gerencer's first ride in the 800cc class ended on this jump. He returned in the second round to finish a safe eighth and preserve his place at the top of the season standings.



By David L. Patton Jr.

FREEMANSBURG, PA, SEPT. 8

A pair of firsts were recorded when Scott McNeely and Mickey Dent scored their wins at the Bushkill Valley MC-hosted round eight of the National Championship Hillclimb series.

In the 540cc class, McNeely, mired in a midseason slump after beginning the season with consistent top-five rides, finally won his first career national. One perfect run up the 500-foot hill moved McNeely into third overall in the points race and gives him momentum for the rest of the series.

David Watson also had a good day, taking second overall and cutting into Paul Pinsonnault's points lead. Pinsonnault, the three-time defending champion, finished fourth behind Richard Soter III, who was riding his first event of the season after earning the number-two plate in 1995. Ralph Kreeger rounded out the top five with his best ride of the season.

In the 800cc class, Mickey Dent put the Harley-Davidson Racing Pro-Hillclimb team banner on the top of the podium with a great ride in the middle of a downpour to take his first win since his serious crash in May of 1995. Tom Reiser also overcame adversity to take second ahead of Jimmy Dingee, who returned to action after suffering a broken femur in round one of the series.

Reigning National Champion Steve Dresser put together a fourth-place finish ahead of Rodney Smith's Yamaha. Series points leader Lou Gerencer has dominated the series, but he had an off day, crashing hard on his first ride and riding in pain to an eighth-place finish as he continues his march to a third national championship.

through the lights with a 9.608-second time, the fast time of the day.

"I just wanted to get my run in before the rain got too bad," Dent said.

Price had to shut off on his run because of poor visibility.

"I couldn't see anything, so I shut it down," Price, who came into the event second in points, said.

The Pro USA Hillclimb Team's Steve Dresser fought his way through the conditions and picked up a 10.213-second run to move into third behind Dent and Dingee. As rider after rider failed to get in the 10s, all eyes were on Gerencer, the dominant rider of 1996. The Harley rider came off the line hard, but his bike slid as he launched off the first jump. Gerencer's ride resulted in a crash, though he suffered no serious injuries.

The rain wreaked havoc with the hill and though the sun came out, the hill was still treacherous. Many riders who got in good times during round one elected to sit out round two to keep the bike and body safe for next week's climb.

One who elected to take another run was Price. He had a great run going but he got in trouble over the first jump. By the time he hit the second jump, his ride was over. Tim Frazier had a top-five time in round one, but couldn't improve and he would finish the day sixth.

It was obvious that it would be nearly impossible to catch Dent, but the last two riders were going to go for it anyway. Reiser finished round one in eighth. He roared up the hill straight and true for an incredible 9.881, despite blowing the tips right off his spark plugs.

"We are having problems getting enough fuel into the engine, but we still had a great day," Reiser said.

Gerencer was the last rider with a chance to beat Dent, but his injured hand and shoulder limited him to taking a safe ride up the hill for eighth on the day.

"I had to get some points for the championship," Gerencer said. "My dad, Steve Wright and everyone had to rebuild my bike after it got mud in the cylinders, so I'm satisfied with eighth-place points."

Dent's tough season had finally come together after crashes and tough rides had him down.

"My team put a new motor in my bike and everything went great," Dent said. "Boy, we needed this win." **CN**

Bushkill Valley Motorcycle Club
Freemansburg, Pennsylvania
Results: September 8, 1996 (Round 7 of 11)

540: 1. Scott McNeely (Hon); 2. Dave Watson (Hon); 3. Richard Soter III (BSA); 4. Paul Pinsonnault (Hon); 5. Ralph Kreeger (Tri); 6. Mike DeBusk (BSA); 7. Mike Pulver (Hon); 8. Paul Lowe (Kaw); 9. John Hamilton Jr. (Tri); 10. Jeff Thomas (Yam); 11. Ted Wilkins (Rtx); 12. Michael Templeton (Hon); 13. Roger McNeely (Yam); 14. Terry Thompson (BSA) 15. Paul Garretty (Kaw).

800: 1. Mickey Dent (H-D); 2. Tom Reiser (H-D); 3. Jimmy Dingee (H-D); 4. Steve Dresser (H-D); 5. Rodney Smith (Yam); 6. Tim Frazier (Yam); 7. Randy Gabriel (H-D); 8. Lou Gerencer Jr. (H-D); 9. Jason Petty (Tri); 10. Glen Petty (H-D); 11. Robert Castledine (H-D); 12. Russell VanderVeen (H-D); 13. Robert Templeton (Kaw); 14. Wally Fowler (Suz); 15. Paul Zander (Tri).

AMA 540cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 7 of 11 rounds): 1. Paul Pinsonnault (94/2 wins); 2. David Watson (92/2); 3. Scott McNeely (79/1); 4. Michael DeBusk (69); 5. Ted Wilkins (67); 6. Mike Pulver (65); 7. Paul Lowe (59); 8. Terry Thompson (38); 9. James Zucco (35); 10. Ralph Kreeger (31); 11. Michael Templeton (30); 12. Roger McNeely (28); 13. John Hamilton (27); 14. Robert Shreiner (24); 15. Kevin Zucco (17).

AMA 800cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 7 of 11 rounds): 1. Lou Gerencer Jr. (95/4 wins); 2. Mickey Dent (77/1); 3. Tom Reiser (72/1); 4. William Price (63); 5. Glendal Petty (61/1); 6. Jason Petty (56); 7. Steve Dresser (55); 8. Tim Frazier (47); 9. Randy Gabriel (46); 10. Robert Castledine (42); 11. Rodney Smith (40); 12. Harry Schreiber (38); 13. Robert Templeton (29); 14. Wallace Fowler (28); 15. Russ Vanderveen (23).

Upcoming Rounds:
 Round 8 - Middlebury, IN, September 15
 Round 9 - Jefferson, PA, September 29

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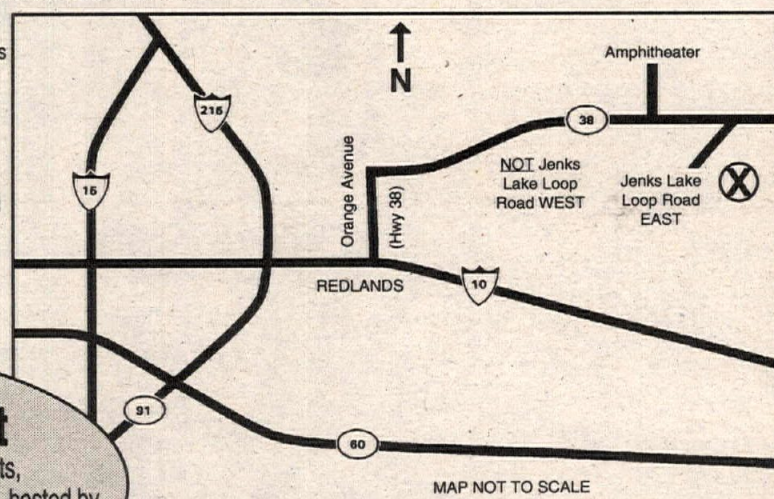
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ENDURO
AMA National Championship Enduro Series

Round 6: Black Jack 100 Enduro

Hawkins takes charge



(Above) Mike Lafferty rode his KTM to an impressive second overall and moved to second in the point standings as well.



(Above) Team Suzuki's Randy Hawkins overcame an early seven-point deficit to win the Black Jack 100 Enduro and extend his points lead in the series to 34. (Right) Team Green's Ty Davis was leading the event early on, but a severely burned check put him out of contention. He finished 20th overall and dropped to third in the point standings.

By Larry Toby
Photos by Arnold Lane

CANTON, IL, SEPT. 8

In an impressive come-from-behind win, five-time National Enduro Champion and Team Suzuki rider Randy Hawkins continued his midseason charge with his third consecutive win. Hawkins piloted his Factory Connection-tuned Suzuki through cornfields, stream beds, mud, tight trees and rain quickly enough to overcome a seven-point penalty from burning an early check.

The win gives Hawkins a commanding 34-point lead in the championship points standings over KTM's Mike Lafferty, who finished second in the event. Kelly Getz finished third on a Kawasaki, followed by KTM-mounted Bradley Sells. Kawasaki's off-road veteran Jeff Fredette rounded out the top five overall.

The AMA National Championship Enduro series resumed in the cornfields of central Illinois after a two-month lay-off. The time off allowed riders to compete in other series events and prepare for the ISDE in Finland. Three members of the third-place U.S. World Trophy team are regular full-time competitors on the enduro circuit: Ty Davis, Randy Hawkins and Steve Hatch. All have won a National Enduro Championship.

The return of the series marked a dramatic swing of the pendulum as Hawkins gained momentum and took charge going into the final events. Defending National Champion and Kawasaki Team Green rider Davis captured the early-season momentum with three convincing wins in the opening rounds. Davis, who also is chasing the Hare and Hound Championship series

title, missed round four to compete in a National Hare and Hound event on the same day.

Davis returned to action at round five, but took himself out of contention with a burned check in the early going. In Illinois, Davis also took himself out of contention when he burned the tricky check three by five minutes after leading the event.

"I set the woods on fire today," said a disappointed Davis. "It was my own fault. Just inexperience, I guess. I felt good through the first section, went through the check and reset, then went down the road another mile. There was another reset and I was confused, checking out my equipment when I looked up and there was another check. I was five minutes early."

"I guess I went from hero to zero in one week," said Davis, referring to his Top American finish in the ISDE and his blunder at this enduro.

Afterward, Davis said, "I sure feel stupid."

"You feel stupid," said Hawkins.

"How do you think I feel? I've been doing this for years and I did the same thing," Hawkins burned the check by two minutes, losing seven points, while Davis burned the check by five minutes, losing 22 points.

The Central Illinois Dirt Rider Association did a good job putting on a national-caliber event in only its second effort. There were many obstacles to overcome. The club hosted the event entirely on private land. The parcels they had were scattered over about a five-square-mile area. A lot of roads were needed to connect the properties. They ended up with an 85-mile course with about 45 miles on dirt, gravel and paved roads. The 40 miles of trails they used were through very tight and difficult terrain.

"The trail miles were longer than it seemed," said Hawkins. "The trails were quality miles and very challenging. Even the dirt roads became rutted and tough after all the rain."

In all, there were four checks where the club took points from the top riders. Three special test sections and a repeat

of the first one was enough to take 28 points from the leader.

Race organizers got what they wanted when rain started coming down 10 minutes before the first rider left the line. The showers let up a little later in the morning only to dump some heavy rain as riders started out on the afternoon loop.

"The rain was a blessing," Hawkins said. "It was so dusty out here yesterday it would have been impossible to see without the rain."

At 3.2 miles into the race, the club checked the riders into the first and longest trail section. At the end, Davis came out 10 minutes and four seconds late for the best score. Hawkins was 48 seconds back with the only other 10-point score. A-class riders Getz, Sells and Brian Niehaus scored 11 while Matt Stavish, Tim Tabor and Michael Havens scored 12.

Nearly all the AA riders and some of the top A riders burned the next check about a mile down the road from check two. None of them by as much as Davis, though.

Riders who were running very late at check two didn't have to worry about the second, confusing reset and blew right by it, going into the third check on time or a little late. That's what happened to Lafferty.

"I had some problems in the first section and dropped 15 points at check two," explained Lafferty. "I was confused by the reset but was late and dropped one more at check three." It turned out in Lafferty's favor as he was now the top AA rider.

Because so many top riders had problems at the tricky third check, there were many unfamiliar names leading the event at the halfway point. However, Lafferty was still in ninth place at the gas stop. Hawkins was sitting in 10th. The only other AA rider in the top 15 was Husaberg-mounted Kevin Bennett, who also had trouble in the first section and ended up reaching the tricky third check a minute late.

After gassing up, Hawkins and Lafferty turned up the pace and went through the next short test section with scores of one. Davis, Fredette, Tabor and Stavish got through with twos. There were many more threes, fours and fives as Mother Nature once again dumped showers on the riders.

The trail was starting to get impassable in areas because of the rain. Spectators, undaunted by the rain, lined difficult areas of the trail, eager to help riders who were now throwing their bikes up muddy hills and searching alternative lines. There were some minor bottlenecks as riders took turns through the harder areas, but some riders didn't mind the rest.

"I've had enough," said one tired rider. "I'm in no hurry."

Next, the club checked riders into another long trail section. Hawkins ignited the afterburners coming out at the next check three minutes and 43 seconds late. Only Lafferty and Davis were close, and both riders made it six minutes and 16 seconds late. There were a handful of guys who dropped seven, while many A riders were in the double digits.

This moved Hawkins into a tie for the lead with Getz and Sells. Lafferty was just two points back.

The last test section was a repeat of the first, which allowed riders to use to their advantage anything they may have learned the first time through. Here, Lafferty picked up the pace dramatically, coming out at the end with a score of six minutes and 10 seconds. Hawkins followed a minute back at seven minutes

and 10 seconds. Davis trailed with a score of seven minutes and 47 seconds. Stavish was the only other rider to come out of the test section in single digits when he finished in nine minutes and 52 seconds.

In the end, Hawkins overcame his early seven-point penalty and finished in first with a score of 28. Lafferty followed with 20 and Getz finished third with a score of 31. Sells and Jeff Fredette rounded out the top five, both with a score of 34 and the tie breaker going to Sells.

Davis, who rode well all day, couldn't overcome his 22-point penalty and finished in 20th place with a score of 47.

With three rounds remaining, Hawkins has a commanding lead with 149 points, Lafferty has moved into second place with 115 points, while Davis trails in third with 107. The series counts the riders' best seven scores to determine the championship. With two throw-aways allowed and three events remaining, any one of these three riders can win the 1997 AMA National Enduro Championship.

Black Jack 100 Enduro Canton, Illinois

Results: September 8, 1996 (Round 6 of 9)

O/A: 1. Randy Hawkins (Suz) 28; 2. Mike Lafferty (KTM) 29; 3. Kelly Getz (Kaw) 31; 4. Bradley Sells (KTM) 34; 5. Jeff Fredette (Kaw) 34; 6. Rick Ingold 37; 7. Tim Tabor (Hon) 38; 8. Kevin Bennett (Hbg) 38; 9. Craig Holasek (KTM) 39; 10. Michael Havens (Kaw) 41; 11. Todd Mattwig 41; 12. Matt Stavish (KTM) 42; 13. Ron Ribolzi (CRE) 43; 14. Brian Niehaus 44; 15. Ryan Moss (Kaw) 44; 16. Ashley Brewer (Suz) 44; 17. Mike Slechta (Hon) 45; 18. Larry Bergquist 45; 19. Don Metz 47; 20. Ty Davis (Kaw) 48.

O/A A: Kelly Getz (Kaw).
200 A: 1. Kelly Getz (Kaw); 2. Jeff Fredette (Kaw); 3. Ryan Moss (Kaw).

250 A: 1. Tim Tabor (Hon); 2. Craig Holasek (KTM); 3. Michael Havens (Kaw).

OPEN A: 1. Bradley Sells (KTM); 2. Michael Slechta (Hon); 3. Scott Hofmann (KTM).

4-STRK A: 1. Joe Hardman; 2. Bob Bennett (Hon); 3. Bryan Kalaher (Hon).

VET A: 1. Rick Ingold.
SR A: 1. Ron Ribolzi (CRE); 2. Don Metz (KTM); 3. Jack Potter (Hus).

S/SR: 1. John Tobin (KTM); 2. Keith Ratcliff (Hon).
O/A B: Ray Cosgrove (Hon).

200: 1. Andrew Hogarty (Kaw); 2. Joey Ambrosini (Kaw); 3. Randy Hakher (Kaw).

250 B: 1. Brandon Ferrand (KTM); 2. Chuck Bieseckere (Hus); 3. Shawn Olson (Yam).

OPEN B: 1. Tom Huber (Hon); 2. Kenneth McKeever (Hus); 3. Darren Morgan (Kaw).

4-STRK B: 1. Dave Mungenast Jr.; 2. Kendall Litchfield (Hon); 3. Tad Bonham (Hon).

VET B: 1. Brett Baer (KTM); 2. Mike Jenkins (Suz); 3. Randy Waganhoff (Kaw).

SR B: 1. James Derry (Yam); 2. Joe Daugherty (Hon); 3. Greg Moes (Kaw).

OPEN C: 1. Kris Nees (Hon); 2. Nathan Rebman (Hon); 3. Michael Barr (Suz).

AMA NATIONAL C'SHIP ENDURO SERIES
POINT STANDINGS (After 6 of 9 rounds): 1. Randy Hawkins (149/3 wins); 2. Mike Lafferty (115); 3. Ty Davis (107/3); 4. Kevin Hines (86); 5. Steve Hatch (73); 6. Matt Stavish (67); 7. Kevin Bennett (56); 8. Kelby Pepper (40); 9. Tim Tabor (35); 10. Kelly Getz (30).

Upcoming Rounds:

Round 7 - London, Kentucky, September 15
Round 8 - Bellingham, Washington, October 13

Briefly...

Davide Trolli, former World Endurance Champion and rally star from Italy, came out and competed in his first national enduro of the year. He has moved to Southern California and hopes to compete in more events on American soil.

Former National Enduro Champion **Steve Hatch** hinted at round five that he may miss the remaining enduro rounds and concentrate on the Grand National Cross Country Series which he currently leads. His absence was noticeable.

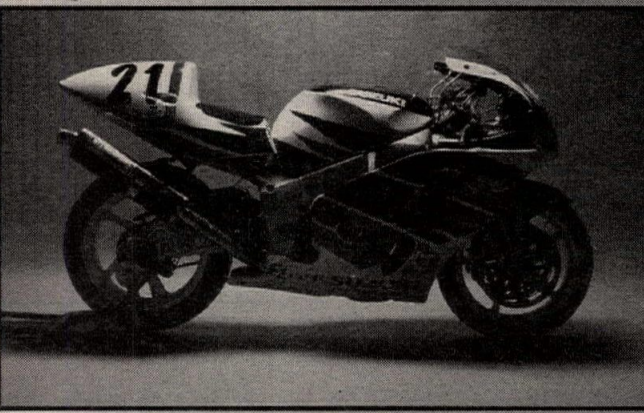
The absence of another former National Enduro Champion, **Kevin Hines**, also was felt. It was rumored that Hines didn't make the long drive because he felt it would be too easy of an event. "Kevin may wish he had come now," said Lafferty. "He likes this muddy stuff."

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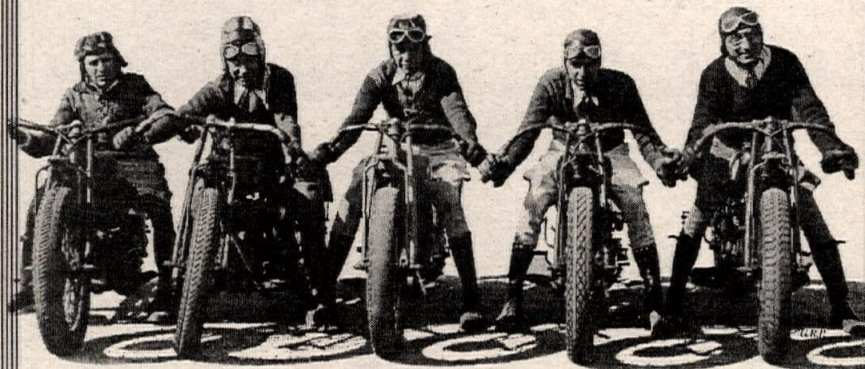
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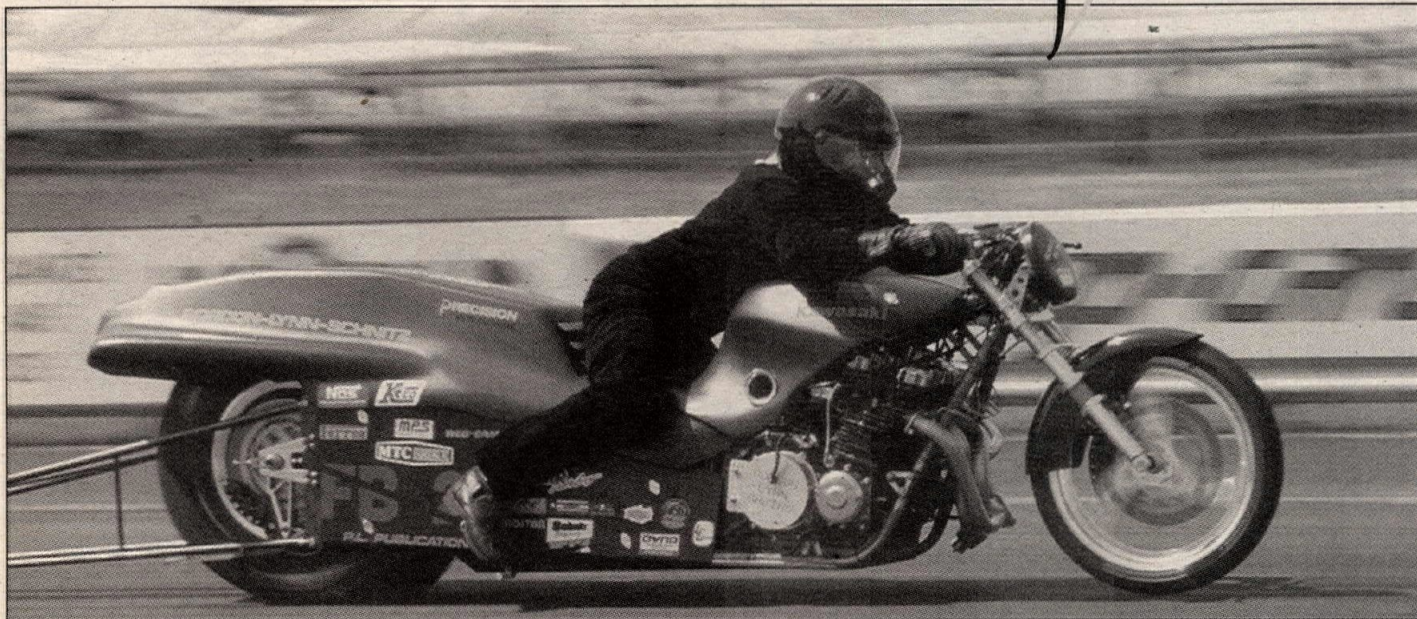
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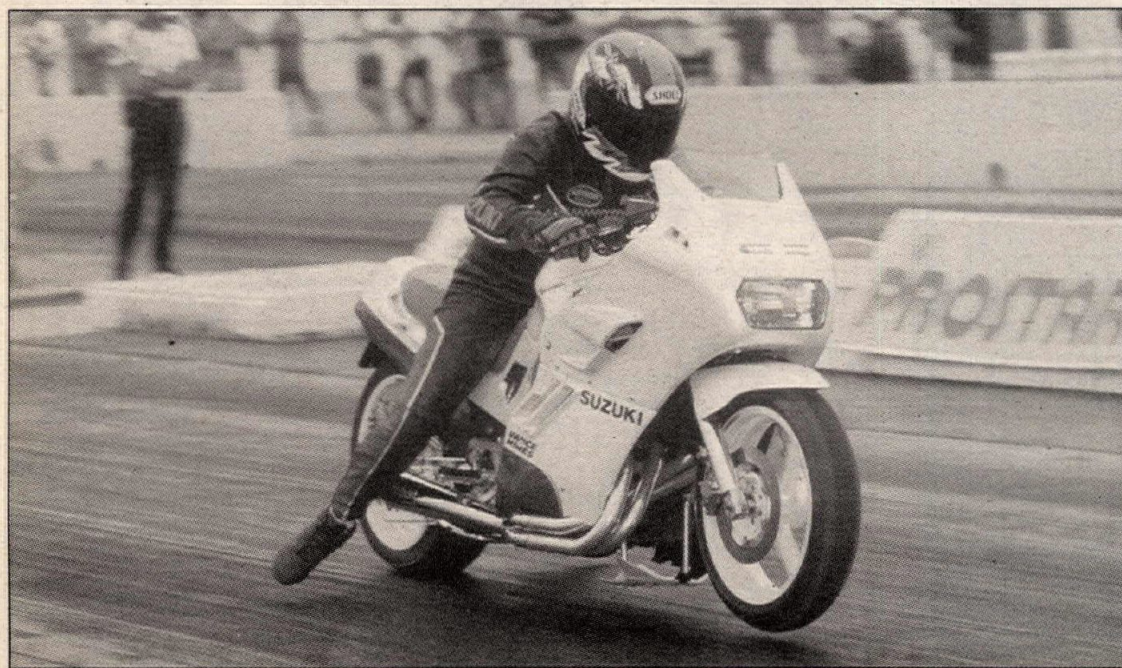
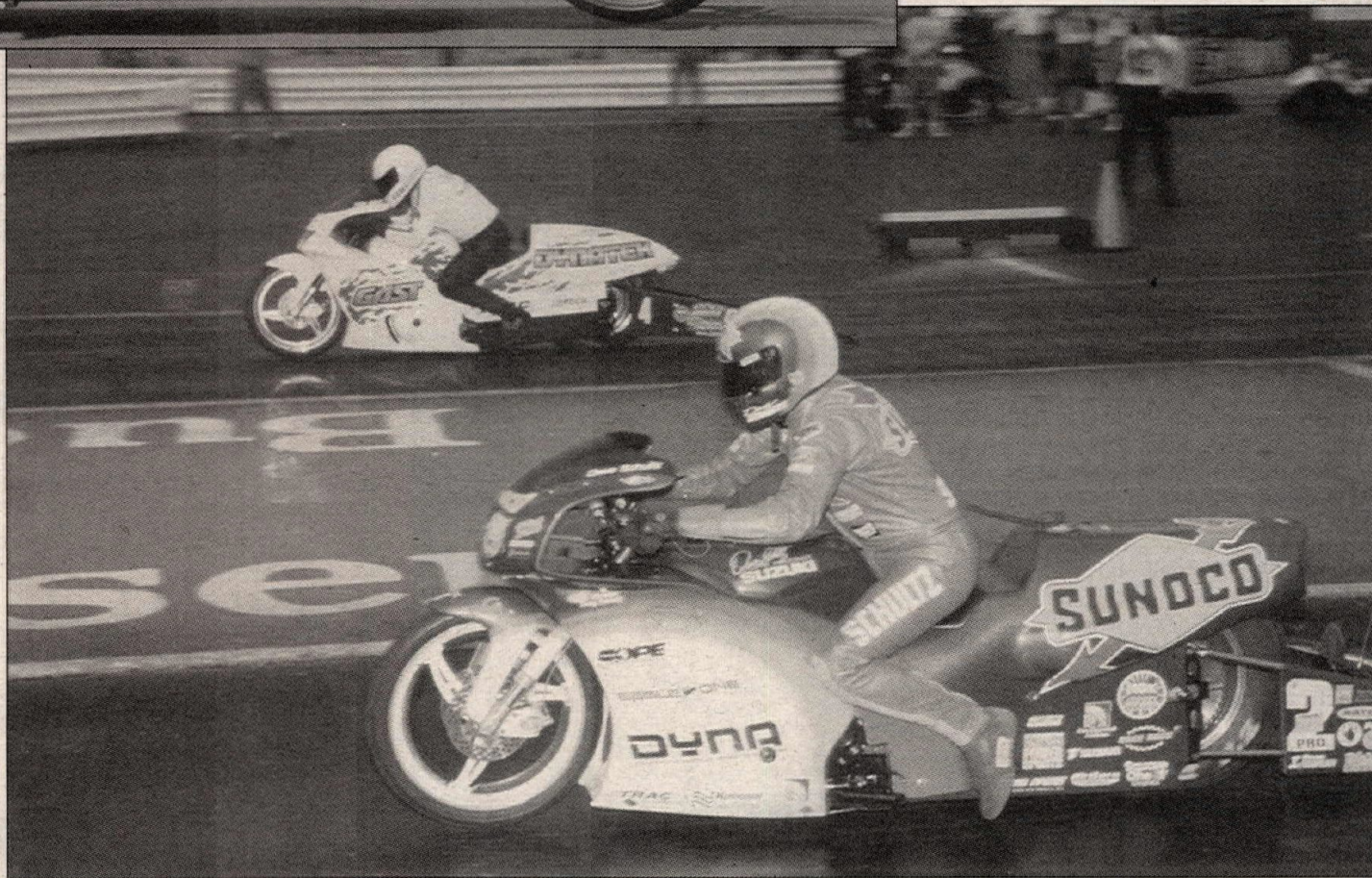
By Matt Polito

ATCO, NJ, SEPT. 6-8

The AMA/Prostar motorcycle drag racing tour took a somber turn with the running of the 32nd Annual Orient Express U.S. Motorcycle Nationals at Atco Raceway just one week after Top Fuel legend Elmer Trett was killed in a high-speed accident at the NHRA U.S. Nationals at Indianapolis Raceway Park. Although he was not scheduled to be at Atco, Trett's absence was sorely felt throughout the event.

The U.S. Motorcycle Nationals featured the continuation of eliminations for the Pingel Thunder Nationals which were canceled due to rain. Ironically, Trett enjoyed his best performances at the Thunder Nationals, run at Indy two weeks before the NHRA event. He had set new all-time records for the Top Fuel class at 6.069 seconds and 235.10 mph. He had the best shot at running the sport's first five-second run.

Trett was scheduled to run against Larry "Spiderman" McBride in the Thunder Nationals final, rescheduled for the Prostar World Finals in Novem-



(Top) Keith Lynn had a great debut on his new Kawasaki Gas Nitrous Funnybike, setting a new record of 6.86 seconds at Atco Raceway; Lynn lost in the finals to Gary Clark. (Above) Dave Schultz (near lane) took the Pro Stock win at Atco with a final-round victory over Paul Gast; Schultz combined a 0.405 reaction time with the quickest time of the event, a 7.47, as Gast redlighted.

(Left) Ohio's Brock Davidson took the win in the Unlimited division of the Quickest Streetbike Shootout, putting his 1989 Suzuki past number-one qualifier Tom Miceli in the final round.

ber. McBride instead will forfeit the round and make a tribute lap for the man he loved like a father.

The Atco event looked to be also hampered by rain, but after persistent showers canceled Friday's activities the rest of the race was held under sunny, hot and humid conditions.

The battle is on in the Orient Express Funnybike class. After bringing his new Koenig Injected Alcohol Kawasaki to three straight wins, Gary Clark has come upon some newfound competition in the form of a resurgent Keith Lynn. Lynn, debuting a PMFR Gas Nitrous Kawasaki, ran a best-ever for the class 6.866 at Indy. He met Clark in the rescheduled final and ended the streak with a 7.01 elapsed time to Clark's 7.02.

The two met in the final of the Atco race, which turned out to be a strange fight.

Clark got off the line first but spun the tire, giving Lynn a two-tenths lead by half track. Lynn, fighting off the center line at 800 feet, throttled back and let Clark get by for a 7.33-7.37 win. Clark maintains the points lead going into the last two events.

Just when the Arias/S&K Pro Modified Series looked to be anybody's game, Billy Vose reasserted himself with a stunning comeback. Vose started the year with three straight finals and two wins, but has since suffered persistent electrical problems which took him out in early rounds at the next three races.

Since his demise as the front-runner, several other racers have jockeyed for the spot, the latest being Rick Bunting and Tony Sabino. Bunting, coming off his first-ever final-round appearance at New York, took the Indy title on his Fast by Gast Suzuki, getting by Sabino with a 7.16 to 7.19 victory.

The two qualified in the top two spots for the Atco race with Bunting leading the way at 7.15. Vose was qualified eighth.

But Vose had the hot bike on Sunday. Running out of the Cycle Shop in Philadelphia, Vose had the quickest time of every round, including a pair

of 7.11s. He got a bye in the final when Sabino couldn't replace a broken transmission and soloed to a 7.12 victory lap. The win gave Vose a commanding points lead.

With the NHRA Pro Stock heavy hitters attending the Brainerd event, the Indy title was up for grabs. Keith Freeman took full advantage and scored in the money round against Horace Wright, who redlighted.

The big boys came back into the Prostar fray at Atco. Star Performance Parts rider John Myers qualified his GSXR number one at 7.50 seconds but fell to transmission problems in round two, leaving the door to the final open to Paul Gast.

Facing Gast was Sunoco rider Dave Schultz, who survived a nasty tangle with Star rider Angelle Seeling in the semis. Schultz cut a spectacular .408 reaction time against Seeling and banked all of it, as both riders recorded 7.49 elapsed times.

Schultz's Suzuki ran the low e.t. of the event in the final with a 7.47 which easily outpaced Gast's 7.65.

Number one placeholder Mike Konopacki and Super Gas champion Tony Mullen have risen to the top of the Star Performance Parts Top Gas Series. Konopacki, who competes in three classes, took the win for Indy over Luke Mann but was turned back in the Atco final by Mullen. Mullen, who has not been defeated at Atco, holds the points lead.

The APE Super Comp Series saw two new winners. Robert McGraw beat Konopacki in the Indy final while Mike Cassity beat former champion Steve Heiner in the Atco final.

Andy Baumbach took the Indy win in the Schnitz Racing Super Gas Series, getting by Lonny Rueckert, while 17-year-old Ralph Medrano Jr. scored his fourth win of the year at Atco over Alabama winner Joey Cole.

Rickey Gadson looked to be the man to beat in the Metzeler 600 Super-Sport series. The New Jersey rider took his third title of the year with an Indy win over Jon Cornell and followed up with a number one qualifying shot at 10.45 for Atco. Gadson was eliminated in round one by two-time '95 winner Rick McWaters after a horrendous .664 reaction time. McWaters was turned back in the final by Michael Phillips, who ran a 10.65. Chris Williams took the win in the 750 Superbike class.

The finals of Cycle World's Quickest Streetbike Shootout also was run at Atco. Number one qualifier Tom Miceli forgot to arm the nitrous system for the final in the Unlimited class and gave the race to Ohio's Brock Davidson. Gadson scored a double win in the shootout, taking wins in both the Modified and Stock classes.

Atco Raceway Atco, New Jersey Results: September 6-8 (Round 8 of 10)

FNK BK: 1. Gary Clark (Kaw); 2. Keith Lynn (Suz).

PRO MOD: 1. Bill Vose (Suz); 2. Paul Gast (Suz).

PRO STK: 1. Dave Schultz (Suz); 2. Paul Gast (Suz).

PRO S/BK: 1. Chris Williams (Suz); 2. Andrew Abney (Suz).

600 S/SPRT: 1. Michael Phillips (Kaw); 2. Rick McWaters (Kaw).

T/G: 1. Tony Mullen (Kaw); 2. Mike Konopacki (Kaw).

S/COMP: 1. Mike Cassity (Kaw); 2. Steve Heffner (Suz).

S/GAS: Ralf Medrano Jr. (Suz); 2. Joey Cole (Kaw).

PRO ET: 1. Cling Hillard (Suz); 2. Ed Grothuis (Kaw).

ST ET: 1. Steve Enecum (Suz); 2. Scott McGrath (Yam).

Upcoming Rounds:

Round 9 - Columbus, Ohio - October 5-6

Round 10 - Gainesville, Florida - November 7-11

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EVENTS

Edited by Keith Bush

International Supercross Series, Round 1

Honda of Troy boys grab the cash



(Left) Honda of Troy's Brian Swink charged to victory in the 250cc class at round one of the International Supercross Series held in the Alamodome in San Antonio, Texas.

(Below left) Mike Brown, also from the Honda of Troy team, won the 125cc class in the Alamodome.

By Chris Deutschen

SAN ANTONIO, TX, SEPT. 7

The International Supercross Series made its first stop at the Alamodome in San Antonio, Texas, and departing Honda of Troy riders Mike Brown and Brian Swink drew first blood, winning the 125cc and 250cc classes, respectively. Both riders were able to pull away to uncontested wins and grab their shares of the \$60,000 purse put up by Interticket, a sports promotion and marketing firm based in Mexico.

While the purse exceeded what the riders are used to, the track and the crowd left something to be desired. The Alamodome, home to the San Antonio Spurs, is much larger than most basketball arenas, yet only half of the available space was used to construct the track. The end result was somewhere between an arenacross track and half a supercross track.

Unfortunately, the same cannot be said for the crowd. Even though only half of the dome was used, the crowd could have easily fit in half of that space, with attendance in the neighborhood of 5000. Thankfully, the riders, determination to take home their shares of the generous purse showed in the racing and helped make up for some of the race's shortcomings.

Brown, who has not ridden a 125cc supercross since the summer of 1995, had no problem readjusting and took the heat-race win on his way to a dominating main-event victory. Behind Brown, Pro Circuit/SplitFire team rider Chad Pederson, also a heat-race winner, battled throughout the second half of the 15-lap main event, but came up half a bike length short at the finish to PJ1/Extreme-backed Cory Keeney in second.

Brian Swink, riding out the remainder of his Honda of Troy ride, showed that he still has the desire and skills to win by pulling a rare holeshot and maintaining first until the checkered flag in the 250cc main event.



"Usually, I'm a poor starter and I think these guys depended on me getting a bad start," explained Swink after taking the win. "When they saw me out front they were surprised, and so was I."

Phil Lawrence, a favorite to take the 250cc main-event victory after a dominating heat-race win, started to give Swink a challenge toward the middle of the main. A small mistake dropped him back just far enough to give Swink a comfortable cushion and Lawrence the second-place money.

"Coming into this race I knew that Brian was going to be one of the guys to beat," Lawrence said. "He's a great rider and he deserves it."

Kyle Lewis, riding out the remainder of his Noleen contract, made up for a terrible start by putting his head down and battling through the pack on the short, slick track. By the time Lewis made it into third, Swink and Lawrence were long gone and Kyle, who is bound for the Japanese nationals, had to settle for third.

"I got a bad start and just worked my way forward," Lewis said. "I had to rub some elbows and that made me a little nervous."

At the start of the 125cc main event, Brown grabbed the holeshot in front of Keeney, Kansas-based Jeff Hedden, Canada's Jean-Sebastien Roy and Pederson. Within two laps, Brown was able to use his great start and work into a quick lead while things were sorting themselves out behind him. Kawasaki of Mexico-rider Erick Vallejo went down in the first turn and finished back in the pack.

Near the end of the third lap, Primal Impulse rider Pedro Gonzalez, the definite crowd favorite, went down at the end of the rocker section while battling with Jason McCormick and Shaun Perolio. With lap times being in the low 30-second range, Gonzalez never had a chance to work any higher than mid-pack.

As the pack started to settle down, Pederson went to work on Roy and Hedden and managed to get by both riders cleanly. Pederson pulled right up on Keeney, but he offered a lot more resistance than Roy and Hedden. Keeney bobbed in the rocker section before the finish, a section that had been giving riders problems all night, but

Pederson could not get into position to make the pass.

Coming into the last lap, Brown had a huge lead and was lapping into the top 10. Behind him, Keeney and Pederson were still going at it with Keeney holding the advantage. Through the rockers the last time, Pederson made a last-ditch effort holding it wide open, but it was not enough. Keeney held on to second by less than a bike length with Pederson coming in third. Roy came in fourth and Brad Woolsey closed out the top five.

Brian Swink, not known for his starting ability, grabbed the holeshot at the start of the 250cc main event. Swink was followed by his teammate Brown, Kawasaki of Mexico/Extreme rider Phil Lawrence, HHR rider Dean Matson, and Extreme/CTi2's Buddy Antunez. Burnsville Yamaha/Extreme's Denny Stephenson and Honda of Troy-backed Tony Armaradio tangled in the first corner and went down.

With a clear track ahead, Swink immediately set out to try and build a lead while Lawrence passed Brown in hopes of catching the leader. Brown then tangled with the charging Jimmy Button. Neither rider went down, but Lewis, trying to make up for a bad start, was able to get by both riders and move into fourth. Button recovered for sixth behind a fading Matson.

Going into the rocker section before the finish line, a section which had become a favorite for passing, Lewis outjumped Antunez to take over third. A lap later, Antunez went down at the end of the same section, allowing Button to move past and into fourth.

Out front, Swink was trying to run away and hide, but Lawrence was making a charge and picking up some time. Before Lawrence could get to within striking distance of Swink, he went down on the slick track, losing any chance of catching Swink. Swink rode to an uncontested victory followed by Lawrence, who recovered for second. A charging Lewis took third, Antunez was fourth and Button finished fifth.

Following the 250cc main there was a jumping contest among Swink, Button and Antunez. After Swink's first two jumps, it was obvious that he was in a class by himself after pulling off a left-foot-over-the-bars move and an extremely clean can-can. In a last-ditch effort to win, Button and Antunez tried a new move - they stripped. Button threw his jersey and gloves into the crowd before his last jump, and then gave his boots away when he was done. Antunez did Button one better and gave away his pants before his last jump. Needless to say, showmanship beat skill this time.

Alamodome

San Antonio, Texas

Results: September 7, 1996 (Round 1 of 4)

125 PRO: 1. Mike Brown (Hon); 2. Cory Keeney (Yam); 3. Chad Pederson (Kaw); 4. Jean-Sebastien Roy (Hon); 5. Brad Woolsey (Kaw).

250 PRO: 1. Brian Swink (Hon); 2. Phil Lawrence (Kaw); 3. Kyle Lewis (Yam); 4. Jimmy Button (Yam); 5. Buddy Antunez (Kaw).

Upcoming Rounds:

Round 2 - Salt Lake City, Utah, September 28
Round 3 - Guadalajara, Mexico, October 13

Massachusetts madness

By Cheri Alix
Photos by Jay Chittendon

WINDSOR, MA, SEPT. 8

The Greylock Hare Scrambles event was very good to Tom Norton, despite its nasty reputation.

Just the mention of Greylock makes even the craziest of New England riders shudder. The local club once held a National Hare Scrambles at this location - only once. The riders thought it was the nastiest track they'd ever ridden and refused to come back.

The Greylock Hare Scrambles are usually held in July when it's very hot. The conditions are either a complete rock-infested dust bowl or a never-ending rocky, rutted mud hole. This year the race was postponed due to Hurricane Bertha dumping seven inches of rain on the area, and it was almost delayed again due to back-to-back hurricanes Edouard and Fran. Luckily, the area was spared and the track conditions were downright perfect.

The threat of rain kept many riders away. The small turnout of only 197 riders helped conditions. With only six miles of track, less traffic is better. The course was laid out on the usual trails but run in the reverse direction of the previous year's race. The riders started out in a large field some 100 yards long before turning left onto the power lines and making another sharp turn before heading into the woods. A few sections were very rocky, requiring even the best of riders to crawl through. The pine groves actually were nice and dry with the rest of the course being just tacky enough to get great traction.

C-Cycle's Patrick Timothy grabbed the AA-class holeshot, followed by P.J. Peculis, Dave Gunn and Randy McCann. As the four 250cc riders rounded the first corner, all but Timothy blew the turn. This opened the door for SCR's Tom Norton to slide by. As the riders came to the next turn, Timothy took it wide while Norton cut to the inside and took over the lead. Manchester Honda's Josh McLevy was last off the line when his bike missed on the first kick but was soon in second as the large-bore bikes all seemed to be missing the turns and shooting into the woods.

Norton put almost 15 seconds on McLevy halfway into the first lap but got stuck on a log allowing McLevy to catch up and take the lead. The two stayed together for the remainder of the lap, trading places several times with Norton coming in first to the barrels. By the end of the first lap they had put 40 seconds on third-place Todd Levesque. P.J. Peculis was in fourth place, down another 40 seconds, with the rest of the AA riders spread out behind.

McLevy took over the lead for the last time on the second lap before pulling over and allowing Norton to move ahead. They remained close for the rest of the lap, putting a great distance on Levesque and Peculis. By the end of the lap, Norton and McLevy had increased their lead to almost two minutes on Levesque, who was now battling with Peculis for third place. Levesque pulled off not far into the third lap, allowing Peculis to take over third place. As they began the third lap,



(Left) Tom Norton was the overall winner at the Greylock Hare Scrambles in Windsor, Massachusetts. (Below) Luke McNeil topped the 200cc A division.

McLevy, still recovering from a cold, started to fall off the pace. By the end of the lap he was down over a minute.

"When I stopped in for gas, my dad told me how far back I was, but I still had over three minutes on the next rider," McLevy said. "I knew I'd never catch Tom, but if I just stayed with it I'd have no problem finishing second."

Norton continued to pull away from McLevy, putting over 30 seconds a lap on him for the remaining three laps, taking the checkered flag without any problems.

"This was probably the best track we've ridden on all year," a very psyched Norton said after the event. McLevy held on until the end, taking second place overall with a comfortable margin over Peculis in third.

Factory Connection's Rick Claxton took fifth place overall and the class win. Claxton got the holeshot off his line and just took off from the pack.

"It was an excellent track," Claxton said. "The best Greylock ever. I was really having fun by the second lap. I was into the AA riders and pulling away from the rest of my class." On the final lap, Claxton caught AA rider Brian Tucker, passing him for fifth overall and moving Tucker into sixth for the day.

Taking seventh overall was 125cc Expert rider Luke McNeil on a stock KX125 that he had just purchased the previous day.

"I just put some gas in it and went. I didn't expect to do well but I just kept catching and passing people, so I just kept at it," McNeil said with a shrug.

Paul Blanquart finished second in the 125cc class, followed by Brett Costello. It definitely proved to be a small-bore day with Bob Sanderson taking the Amateur overall on his Honda 125.

Leon McCluskey on a KDX200 took the overall in the separate Novice event. Boyd Bower got the holeshot in the Junior class on his YZ125 with Pub Racing's Brian Lawson and Jesse Berthiaume close behind. Lawson soon took over the lead with Eric Rougeau passing Berthiaume not three miles into the lap as the two moved into second and third. The three riders kept the same positions for the remainder of the race with Lawson taking the win with 30 seconds on Rougeau. Berthiaume took third, back another minute. Drew Carpenter made it back into the top five after a long absence, taking fourth place 20 seconds behind Berthiaume.



Greylock Hare Scrambles Windsor, Massachusetts Results: September 8, 1996 (Round 13 of 18)

GRND CHMPN: Tom Norton (Yam).
O/A A: Rick Claxton (CRE).
O/A C: Leon McCluskey (Kaw).
AA 1. Josh McLevy (Hon); 2. P.J. Peculis (Yam); 3. Dave Gunn (KTM); 4. Brian Tucker (KTM).
250 A: 1. Rory Eastman (Hon); 2. Arthur Menzel (Kaw); 3. Justin Provencal; 4. Bruce Yuill.
200 A: 1. Luke McNeil (Kaw); 2. Paul Blanquart (Yam); 3. Brett Costello (Yam); 4. Justin Spinney; 5. Neil Dennett (Yam).
OPEN A: 1. Randy Morehouse (KTM); 2. Mark Burdick (KTM); 3. Bill Haelsen (CRE); 4. Roger Billharz (KTM).
VET A: 1. Russ Bain (Hon); 2. Norm Turnburg (Yam); 3. Shannon Danylieko (Yam); 4. Scott Raymond.
4-STRK A: 1. Jerry Shinnars (Kaw).
SR A: 1. Jerry Randall (Hon); 2. Al Desrosiers (Yam); 3. Victor Tiship (KTM).
250 B: 1. Jon Choquette (Hon); 2. Chris Tooker (Yam); 3. Pete Byren (Yam); 4. Rob Carlson (Suz); 5. Kevin Hubbard.
200 B: 1. Derek Carpenter (Hon); 2. Chris Simpson (Kaw); 3. Eric Rougeau (Yam); 4. Drew Carpenter; 5. Jesse Berthiaume (Kaw).
VET B: 1. Kenneth Held (Yam); 2. Craig Pratt (Suz); 3. Ray van Guilder; 4. Bob Orlick (Yam); 5. Eric Rennard (KTM).
OPEN B: 1. Peter Matteau (ATK); 2. Kevin Kordana (KTM); 3. Don Mosher (KTM).
4-STRK B: 1. Chris Cramer (Hon); 2. Aaron Castagna (Suz); 3. Gus Bender (Hon); 4. Pat Fogarty (Hon).
SR B: 1. Larry Piers (Suz); 2. Bob Young (KTM); 3. Mike Bush (Yam); 4. Doug Stroh (Yam); 5. Tony Moore.
VET C: 1. C. Fahan (Hon); 2. Mike Knight (Kaw); 3. Patrick Whitman (Hon); 4. James Menard (Yam); 5. Gary Grower (Hon).
OPEN C: 1. Casey Griswold (KTM); 2. Bill Fuchs (Hon); 3. Steven Savoy (KTM); 4. Dave Sharpe (KTM).
4-STRK C: 1. Robert Dimoch (Kaw); 2. Jim Walsh (Hon); 3. Eric Poirot (Hon); 5. David Dugas (Hon).
SR C: 1. David Kanney (KTM); 2. Tom Hart.

WMN: 1. Diane Comalli (Kaw); 2. Pam McCann (Kaw); 3. Sally Haber (Kaw).

MINI: 1. Nate Kanney (Yam); 2. Brian Wozniak (Yam); 3. Brian Choquintile (Hon); 4. Robert Rowe Jr. (Kaw).

JR: 1. Brian Lawson (Yam); 2. Eric Rougeau (Yam); 3. Jesse Berthiaume (Kaw); 4. Drew Carpenter (Yam); 5. Nick Ackerman.

Upcoming Rounds:
Round 14 - Boyntonville, KY, September 15
Round 15 - West Greenwich, RI, September 22

Suzuki RM Cup

Full cup

By Tony Alessi

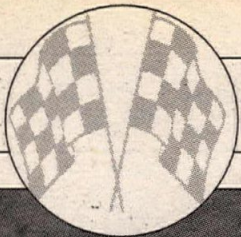
GALENA, MO, SEPT. 7-8

Over \$100,000 was up for grabs during the second annual Suzuki RM cup, and Cliff Palmer, Davey Yezek and Billy Liles took home the lion's share.

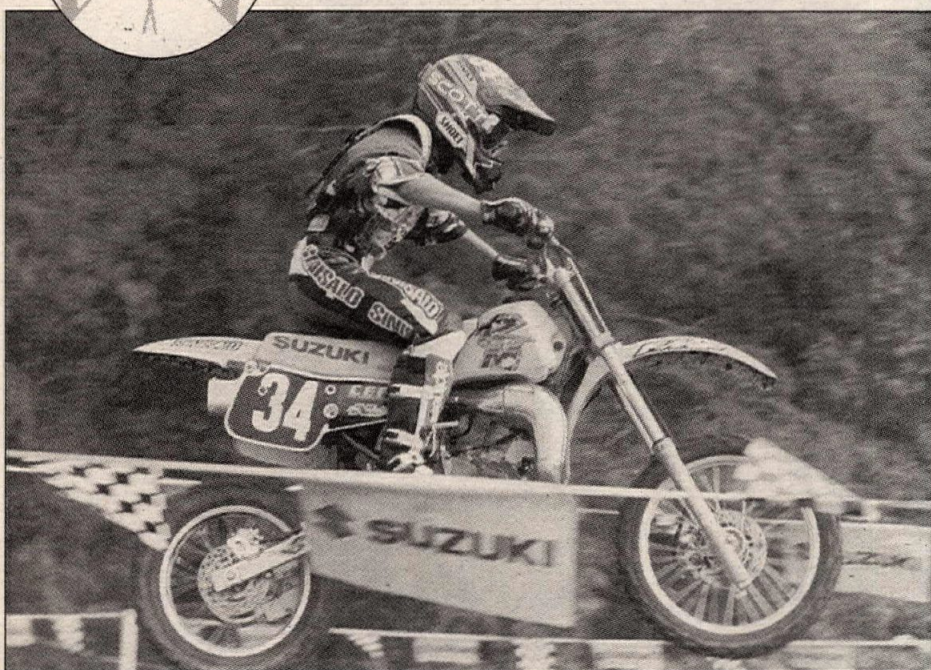
The event brought riders from 48 states to the all-new Branson USA motocross track, in contrast to last season's eastern and western events. The objective was to create one large event instead of two medium-size races and to determine a national champion instead of two regional winners.

The new format brought mixed reviews from the riders, but Suzuki's Mike LaRocco liked the idea.

"The riders have to drive more, but it seems worth it because it makes for a



EVENTS



(Above) National Champion Shane Bess smoked to the main-event victory in the 80cc (7-11) division at the Suzuki RM Cup held in Galena, Missouri. (Left) Cliff Palmer blew away the competition in the 250cc Pro class at the Suzuki RM Cup.

bigger, more impressive race," he said. LaRocco, along with Guy Cooper, helped during the weekend event by signing autographs and helping riders with track tips and other helpful information during the course of the race.

One racer who stood out among the nearly 500 was motocross legend Billy Liles, who was the undisputed iron man of the event, racing in the 125cc, 250cc and Vet Pro classes. When the dust settled, Liles had become the week's top money earner by taking the Vet Pro championship and finishing a strong third in the 250cc Pro and fourth in the 125cc Pro divisions for a grand total of \$3750.

Perhaps the closest racing of the weekend came in the 125cc Pro division, where Cliff Palmer and Davey Yezek duked it out in each moto. The field was so large that qualifiers were used to thin the field down to a 28-rider gate. Palmer had good speed in the long straights and seemed to have an edge on Yezek.

"We have installed a Boswell carburetor on my RM," Yezek said. "It really gives the bike more mid and top end."

Yezek made up for his losses in the straights by squaring off the turns,

gassing it longer on the downhill and hammering the rough sections with awesome intensity. He was first to the checkered flag, followed by Palmer and Shane Esposito. Thirty-two-year-old Billy Liles took fourth with a late pass on Mark Morris, who rounded out the top five.

Cliff Palmer avenged himself in the 250cc class by simply blowing away the competition en route to the championship on his FMF-backed machine. Palmer recorded an undisputed victory over Anthony Pocorobba, who barely hung on for second.

"I had blood blisters on my hands the size of quarters," Pocorobba explained. "I wrapped them like three times, but it didn't help."

Iron man Liles took third on his AXO-backed RM, with Todd DeHoop and Jim Povolny filling out the five top spots.

Jiri Dostal may not have had the fastest lap times in the 125cc Intermediate qualifier, but in the main event he put the hammer down and dusted the field in a romp. Tyler Evans was second-fastest, while Jimmy Varis survived a rear flat tire to record a well-earned

third on his very fast FMF-backed 125. Jacob Martin was arguably the fastest of the group, but numerous get-offs relegated him to fourth.

National champion Shane Bess cleaned house in the Mini ranks by smoking to the main-event victory in the 80cc (7-11) division. Gene Stull put up some early resistance, but nagging injuries seemed to slow him down, causing him to settle for second in front of the surprising third-place ride of Jimmy Nelson.

Brandon Jesseman had no worries with his new number-one plate he earned this year at both Ponca City and Loretta Lynn's, scoring his last minibike championship in the Mini (12-13) division. Jesseman had confidence to spare as he rode away from the field during qualifying and during the main event. He gave credit for his newfound speed to Gary Semics, who has been working with him almost daily.

"We ride a lot and Gary is really into my physical conditioning," Jesseman said. "I am glad he lives only 40 minutes away, because he really helps me a lot."

Jesseman also made his debut on a 125cc, which now will be his ride. Jesseman finished 12th in the main event out of a field of 28.

Branson USA Galena, Missouri Results: September 7-8, 1996

80 (7-11): 1. Shane Bess; 2. Gene Stull; 3. Jimmy Nelson; 4. Derrick Fisher; 5. Bradley Ripple.
80 (12-13): 1. Brandon Jesseman; 2. Tyson Hadsell; 3. Chris Rogers; 4. Robert Turley; 5. Chad Cook.

80 (14-15): 1. Mike Mason; 2. William Ursic; 3. Scotty Trimble; 4. Joshua Long; 5. Darby Flowler.

125 NOV: 1. Aaron Dieter; 2. Derick Hedrick; 3. David Oettell; 4. Heath Frazier; 4. John Adam.

125 INT: 1. Jiri Dostal; 2. Tyler Evans; 3. Jimmy Varis; 4. Jacob Martin; 5. Doug Parsons.

125 PRO: 1. Davey Yezek; 2. Cliff Palmer; 3. Shane Esposito.

250 NOV: 1. Joshua Brooks; 2. Jay Goosman; 3. Boy Boy Scheel; 4. Miles Sgambati; 5. Dan Curry.

250 INT: 1. Doug Parsons; 2. Jimmy Wilson; 3. Marcus Hedrick; 4. Casey Higgins; 5. Jason McDonald.

250 EX: 1. Cliff Palmer; 2. Anthony Pocorobba; 3. Billy Liles; 4. David Kratz; 5. Jim Povolny.

VET AM: 1. Paul Young; 2. Gregory Lykens; 3. George Fanelli; 4. Mark Beamer; 5. Todd Gould.

VET MSTR: 1. Billy Liles; 2. Rick Ryan; 3. Ron Turner; 4. Connie Feist; 5. Richard Halstead.

Antique Motorcycle Half-Mile Flat Track

Blast from the past

By Margie Siegal
Photos by Pam Proctor

DAVENPORT, IA, AUG. 30

History came alive at the Mississippi Valley Fairgrounds as J&P Promotions hosted the eighth annual Antique Motorcycle Flat Track Races on the fairgrounds' half-mile oval. Sixty riders, including David and Ron Atherton, father and uncle of Grand National number 23 Kevin Atherton, got to strut their stuff before 3000 noisy spectators on hand for the racing and the 25th annual Antique Motorcycle Club of America swap meet. The well-prepped track was as smooth as one of the better Grand National half miles.

This non-sanctioned but very popular race is known for the rare machinery on which riders show up to compete. Most of the post-World War II machines appearing at this event are regularly campaigned on the American Historic Racing Motorcycle Association's dirt track circuit, and the rules were based on AHRMA dirt track rules with the addition of special classes for 1920s board-track machines and 165cc Harley-Davidson lightweight two-strokes.

Three 500cc Yamahas took the top slots in the Amateur Vintage 600cc Amateur class. Kevin Whitesides won on his '73 Yamaha, with Robert Adams and James George second and third, respectively, on '75s. George is part of a racing family that brought, wrenched on or raced many of the bikes on the program.

Next up was the Classic 250cc class. John Boya came in first on his 250cc Bultaco, followed by John Daniels on his 1966 Bultaco Pursang and Carl Forkey on a 1966 Harley CRS Sprint, which was manufactured in Italy by Aermacchi, predecessor to Cagiva.

Amateur 165cc riders next took the field, mostly mounted on Harley Hummers, which are two-strokes built by Harley-Davidson after World War II from a German design handed over to Harley as part of war reparations.

Nine of the little bikes lined up at the start. Byrl Hugh Fleming, riding a 1957 Hummer, had a bad start but started moving up in the first lap. He ended up behind Steve Thomas, riding a 1961 machine. Despite working on a pass, Fleming could not dislodge Thomas and ended up coming in second.

Well-known vintage dirt track racer Gary Horton took the win in the Vintage Open Twin final, followed by Steve Boggs on his 1972 Yamaha and Dave Christianson on his 1972 Triumph.

The crowd-pleasing Board Track class featured very old bikes raced as they were in the old days: wide open with no brakes, kicking up clouds of dust in the corners. Michael Lange brought his 1921 Harley "outlaw" racer under the flag ahead of Jim Wall on a 1928 101 Indian Scout. This bike was an early version of the Sport Scout, with less power but excellent handling. Many were used in circuses into the '50s.

Racing these oldsters takes guts. Not only do they have no brakes, requiring use of the kill switch and sideways pitching into corners for control, but parts are difficult to find and sheet metal is unobtainable. Despite skinny tires and frames that looked like they were borrowed from mountain bikes, the racers rode their antiques to the limit.

Dave Atherton, riding a 1956 BSA Gold Star with a beautiful alloy tank, won the Amateur Footshift class. Second under the flag was George Wills on a 1965 Triumph TR5. Robert Litten came in third on a 1961 Harley KR750. The KR was a sidevalve, but it ruled the dirt track roost from its debut in 1952 to 1969, when KR's won Daytona, Loudon and the National number-one plate. Ron Atherton went under the flag fourth on a Triumph Bonneville.

Kenton Longcor took the Pro Open Twin-class win on a 1948 Big Base Indian Scout ahead of George Wills on a 1948 Harley-Davidson WR. Matt George, another member of the racing Georges, was third on a 1946 Scout. Longcor's Big Base Scout was built from spare parts for one of the National teams of the time and is one of about 50 sets of extra parts for the 50 Big Base Scouts produced after World War II by the Indian factory. Big Bases have different flywheels and cases than older Scouts. They are regarded as excellent racers and were competitive until the mid-1950s.

Leo Jovanovic got out in front of the Amateur Handshift class on a 1948 Harley-Davidson WR, followed by Dennis Clark on another 1948 WR and Clifford Ecks on 1946 WR. Ecks, 72, has been racing much of his life and shows no sign of slowing down. He passed Clark on the second go-around, and

Indian Sport Scout-mounted Jerry Chinn took over third on the third lap. As Jovanovic pulled ahead, Chinn, Eckes and Clark battled it out, with Chinn ducking under the checkered flag second after Jovanovic. Eckes took third.

The final competition was in the Pro Twin class. Longcor, this time racing a 1974 Triumph, was on the jump at the start, with Mickey Greene behind him on a 1972 BSA. Longcor held onto his lead while Matt George, this time racing on a 1975 Harley-Davidson XR750, moved into second. Doug Goforth moved his Trackmaster-framed XR into third on the third loop as Longcor and George increased their leads. Green challenged for third but was unable to pass the charging Goforth, who held the position to the wire.

Mississippi Valley Fairgrounds Davenport, Iowa Results: August 30, 1996

165 H-D: 1. Steve Thomas; 2. Hugh Fleming; 3. Bob Litten; 4. Scott Cooper; 5. Larry Anderson.

HDSHFT PRO: 1. Kenton Longcor (Ind); 2. George Willis (H-D); 3. Matt George (Ind); 4. Doug Goforth (Ind); 5. Freddy Pettis (H-D).

VINT 600: 1. Kevin Whitesides (Yam); 2. Robert Adams (Yam); 3. Jim George (Yam); 4. Bill Reimers (Bul); 5. Don Larue Jr. (Oss).

FTSHFT: 1. Dave Atherton (BSA); 2. George Willis (Tri); 3. Bob Litten (H-D); 4. Ron Atherton (Tri); 5. Randy Kersting (H-D).

VINT OPEN TW PRO: 1. Kenton Longcor (Tri); 2. Matt George (H-D); 3. Doug Goforth (H-D); 4. Mickey Greene (BSA); 5. Charles Southgate (GTR).

VINT OPEN TW AM: 1. Gary Horton (Tri); 2. Steve Boggs (Yam); 3. Dave Christianson (Tri); 4. Leo Jovanovic (Tri); 5. Mickey Hutcheson (Yam).

CLSC 250: 1. John Bova (H-D); 2. John Daniels (Bul); 3. Carl Forkey (H-D); 4. Tom Baker (H-D); 5. Jim Paden Jr. (H-D).

BD TRK: 1. Mike Lange (H-D); 2. Jim Wall (Ind); 3. John Chadwell (H-D); 4. Gene Baron (H-D); 5. George Quinn (H-D).

HDSHFT AM: 1. Leo Jovanovic (H-D); 2. Jerry Chinn (Ind); 3. Clifford Eckes (H-D); 3. Dennis Clark (H-D); 5. James Adams (Ind).

SETRA Enduro Series, Round 2

Hawkins takes the jug

By Kenneth King
Photo by Elaina Reynolds

CLINTON, NC, SEPT. 1
"Perfect."

That's how five-time National Enduro Champion Randy Hawkins described the 43rd running of the Little Brown Jug Enduro. With a turnout of 408 riders, temperatures in the mid-80s and excellent trails with no dust, it couldn't have been any better. The enduro was 65 miles of excellent trails including both tight and fast sections, with three sections before the gas stop and two sections after.

Suzuki-backed Hawkins, returning from the International Six Days Enduro and a GNCC in Ohio, had nothing but praise for the race, which was held in the Sumpter National Forest, saying it was better than the Nationals he runs. Maybe that's why it was voted enduro of the year in SETRA last season.

Hawkins won the overall for the second year in a row with a score of seven points, three points fewer than his nearest competitor. KTM's Allen Gravitt, the defending SETRA Enduro and Hare Scrambles champion, knew it was going to be tough with Hawkins showing up to race along with the fact that he had the rest of the AA riders all trying to be the next SETRA champion. Four-time National Enduro Champion Terry Cunningham also showed up and raced in the Vet A class, to the dismay of the other riders in that division, and he is as fast as ever.

The Greenville Enduro Riders, who sponsored the event, put the racers into

the woods right off the start. In the 12-mile first section, KTM's Frank Ramey, still trying to get over a very bad crash at the Armadillo Enduro the previous week, dropped only one point for the low score, while Hawkins and Gravitt dropped two each. After this section, the club gave the riders a generous reset and a restart.

The next section was a little faster, with one trail having jump after jump for what seemed like a mile; riders were having a blast. Hawkins, Gravitt, Ramey and Jason Chancey all zeroed the section, with most of the other AA riders losing one point. The next section was the most technical of the day, with tighter woods and a lot of off-cambers. Hawkins posted the low score with two points, followed by Gravitt, Ramey, Ashley Brewer and Scott Miller, with three each. Jason Chancey, Jeff Harris and Michael Grizzle dropped four.

After a reset for the gas stop, Hawkins poured it on and dropped the low score again with one point, fol-

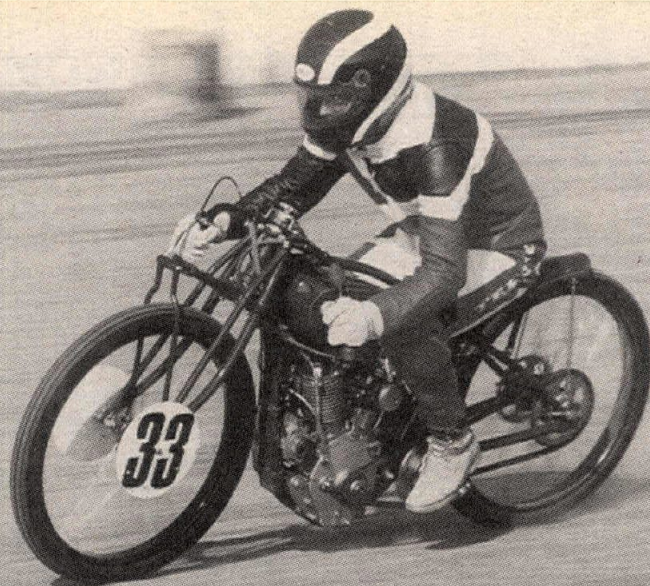
Randy Hawkins was the overall winner of the Little Brown Jug Enduro in Clinton, North Carolina.

lowed by Gravitt with two. Ramey, Chancey and Brewer lost three each.

The last section of the day was 10 miles long and saw riders riding over parts of the first section, and after 400 bikes the ground was pretty chopped up. Hawkins again proved to be the man to beat and lost only two points, followed closely by Gravitt, Chancey, Brewer and Ramey, each dropping only three apiece. At the end of the day Hawkins was on top with seven points, Gravitt was second overall and first AA with 10. Frank Ramey also had 10 but lost out to Gravitt on the tie breaker.

Steve Saunders won in the 250cc A class with a score of 20. He was in a three-way tie with Lee Stephens and Richard Paxton, getting them on the tie breaker. Terry Cunningham showed the Vet class how it was done, dropping only 13 points for sixth overall. Bryan

(Right)
Jim Wall of Littleton, Colorado, rode a 1928 Indian to second place in the Board Track class at the J&P Promotions Antique Motorcycle Flat Track races in Davenport, Iowa.
(Below) John Daniels of Ponce Inlet, Florida, and Carl Forkey of New Castle, Pennsylvania, took second and third in the Classic 250cc event at Davenport.



Adams matched his score for most of the day but Cunningham gained a one-point lead in the last section. Adams settled for second with a 14, tying Scott Miller's score in the AA class.

The 200cc A class was won by Martin Pruett with a 16, followed by Tommy Veater with an 18. These guys were on the gas hard all day. Terry Hughes won the Senior A class with a score of 23, while John Riley took the top spot in the Super Senior class with a score of 27. Clay Stuckey showed everyone how the four-stroke guys do it by dropping 29 points for top four-stroke A honors, followed by John Harris with 32.

Frank Anello took first in the 250cc B class and Larry Griffin was first in the Open B class. Lon Buysman won the Open C class and Troy Bunch earned a first in the 250cc C class. Ian Frye had a good ride and got himself a first in the 200cc C class. Elaine Nobels won the Women's class, putting her at two for two so far.

The Greenville Enduro Riders donated \$500 to the Georgia Association of Recreational Trailriders, to be given to the Pediatric Brain Tumor Association.

SETRA Little Brown Jug Enduro Clinton, North Carolina Results: September 1, 1996 (Round 2 of 17)

O/A: 1. Randy Hawkins; 2. Allen Gravitt; 3. Frank Ramey; 4. Jason Chancey; 5. Ashley Brewer.

AA: 1. Allen Gravitt; 2. Frank Ramey.

250 A: 1. Steve Saunders; 2. Lee Stephens; 3. Monty Orr.

200 A: 1. Martin Pruett; 2. Tommy Veater; 3. Daniel Morrison.

VET A: 1. Terry Cunningham; 2. Bryan Adams; 3. Doug Deaton.

SR A: 1. Terry Hughes; 2. Danny Morrison; 3. Mike Gentry.

MSTR A: 1. Robert Cox; 2. Ron Halt; 3. Ron Miller.

GLDN MSTR: 1. James Bransford; 2. Joe Haley; 3. Buddy Gaillard.

4-STRK A: 1. Clay Stuckey; 2. John Harris; 3. Tony Parker.

OPEN A: 1. Steve Hardeman; 2. Andy Barkley; 3. Mitch McCree.

WMN: 1. Elaine Nobels; 2. Suzanne Heath.

S/SR A: 1. Johnny Kirby; 2. Charlie Bridges; 3. Johnny Thomas.

4-STRK B: 1. David Baldwin; 2. Scott Dula; 3. Benny Hamby.

OPEN B: 1. Larry Griffin; 2. Phillip Doyle; 3. Pat Tucker.

MSTR B: 1. Fred Hammond; 2. Glenn Brock; 3. Wayne Meradith.

250 B: 1. Frank Anello; 2. Lance Steele; 3. Jeff Burchfield.

200 B: 1. Randy Jones; 2. Bruce Yarbrough; 3. Raymond Cotton.

VET B: 1. Mark Alliman; 2. Darryl Campbell; 3. Dan Jackson.

SR B: 1. Richard Edmonds; 2. Lee Hermanson; 3. Len Wooter.

S/SR B: 1. Terry Annas; 2. Steve Chancey; 3. Michael Thompson.

OPEN C: 1. Lon Buysman; 2. Billy Humbert; 3. Tripp Tharp.

250 C: 1. Troy Bunch; 2. Champ Creek; 3. Paul McColl.

200 C: 1. Ian Frye; 2. Lance Johnson; 3. Michael Thomas.

4-STRK C: 1. Michael Smith; 2. Ken Myers; 3. Clinton Norton.

VET C: 1. Gerald Calvert; 2. Edward McCarron; 3. Pat Williamson.

SR C: 1. Steve Branscomb; 2. Bobby Martin; 3. Michael Linn.

S/SR C: 1. Mark Zachary; 2. Steve Higgins; 3. Sam Shaw.

Upcoming Rounds:

Round 3 - Abbeville, SC, September 8

Round 4 - Jemison, Alabama, September 29

EVENTS



Tarantino triumphs at Perris Motocross

By Tony Alessi

PERRIS, CA, AUG. 31

Only two months after Josh Tarantino broke his arm, he returned to the winner's circle by capturing the gold at the GFI night series finale held at Perris Raceway.

Tarantino raced unchallenged in both motos of competition by leading every lap of the night.

Tim Beatty was the runner-up in the first moto, but a tangle in the second moto left him in ninth at the finish.

Jerry Aleman looked good in his new Fox racing gear and was the night's second-place finisher in front of Warner Beaty and Jason Padilla.

Cale Wallace in the 80cc Novice division continued to gain by once again sweeping both motos for the overall victory. Eric Willis was the second-fastest, while Jeremy Keiper, Nick Alvarez and Brandon Staddan rounded out the top five.

The Pro class saw Jiri Dostal score the second victory of his young career, and it appears that Dostal is on his way to a certain future in the Pro ranks.

Dostal battled with Steve Drew in the first moto and no one in the second moto for the night's Pro paycheck.

Drew was the second-place finisher in front of Steve Andrich, Justin McMurrich and Erik Anderson.

Zac Wray was in attack mode and swept all four motos en route to the victory in both the 60cc Intermediate and 80cc Beginner divisions.

Results

Little Track
50 STK BEG (4-6): 1. Ryan Mohtor (KTM); 2. Nikki Campbell (Yam); 3. Jarrett Loop (Yam).
50 STK BEG (7-8): 1. Justin Falk (Yam).

Main Track
50 STK (7-8): 1. Gerald Rodriguez (KTM); 2. Brian Hiner (KTM).

60 F/T: 1. Jon McCarthy (Kaw).
60 BEG: 1. Tyson Talkington (Kaw); 2. Chris Aleksiejczyk (Kaw); 3. Erik Coleman (Kaw); 4. Shane Patao (Kaw); 5. Justin Hargrove (Kaw).

60 NOV: 1. Jarred Browne (Kaw); 2. Kyle Campbell (Kaw); 3. Justin Workman (Kaw); 4. Jeff Loop (Kaw); 5. Adam Beriavides (Kaw).

60 INT: 1. Zac Wray (Kaw); 2. Justin Medina (Kaw).
80 F/T: 1. Bryan Clemons (Hon); 2. Donald Anderson (Kaw); 3. Sean Borkenhagen (Hon); 4. Bryan Ehrman (Kaw).

80 BEG: 1. Zac Wray (Hon); 2. Kevin Hunter (Yam); 3. Kevin Kane (Yam); 4. Adam Bisso (Yam); 5. Joshua Brown (Yam).

80 NOV: 1. Cale Wallace (Yam); 2. Eric Willis (Yam); 3. Jeremy Keiper (Suz); 4. Nick Alvarez (Hon); 5. Brandon Staddan (Suz).

80 INT: 1. Daton Beavers (Hon); 2. Ryan Wilson (Suz).
80 EX: 1. Chris Rogers (Suz); 2. Brandon Morgan (Yam).

80 OPEN: 1. Brandon Schlensig (Yam).

80 S/MINI: 1. Chris Rogers (Suz); 2. Dayton Beavers (Hon); 3. Dane Patro (Kaw).

125 INT: 1. Josh Tarantino (Yam); 2. Jerry Aleman (Yam); Josh Warner (Yam); 4. Tim Beatty (Yam); 5. Jason Padilla (Kaw).

125 PRO: 1. Jiri Dostal (Suz); 2. Steve Andrich (Suz); 3. Erik Anderson (Hon).

125 BEG: 1. Jason Miller (Suz); 2. Travis Newman (Yam); 3. Chuck Henson (Hon); 4. Wade Bone (Yam); 5. Steve Tynan (Suz).

125 NOV: 1. Travis Smith (Kaw); 2. Bomber Hernandez

(Hon); 3. Corey Daly (Hon); 4. Kenny Morris (Hon); 5. Greg Halverson (Suz).

250 BEG: 1. Karl Vogel (Hon); 2. Chase Bankhead (Hon); 3. Craig Arnetta (Hon); 4. Warren Klure (Kaw); 5. Josh Meehan (Kaw).

250 NOV: 1. Kyle Bard (Hon); 2. Randy Clark (Hon); 3. Russ Piggot (Yam); 4. Travis Smith (Kaw); 5. Rudy Rodriguez (Yam).

250 INT: 1. Jerry Aleman (Yam); 2. Mike Battista (Kaw); 3. Bret Milan (Yam); 4. Bob Zingg (Suz).

250 PRO: 1. Steve Drew (Kaw); 2. Justin McMurrich (Yam).

25+ BEG: 1. Steve Tynan (Suz); Todd McCoy (Yam); 3. Steve Peterson (Kaw); 4. Craig Koback (Suz); 5. Brian Horton (Hon).

25+ NOV: 1. C.T. Falk (Yam); 2. Jason Geiger (Kaw); 3. Darin Pierce (Kaw).

25+ INT: 1. Mark Decker (Hus).
30+ BEG: 1. Glenn Daunch (Hon); 2. Glenn Morris (Yam); 3. Gary Thompson (Yam); 4. Les Abernathy (Hon); 5. Ted Byerly (Hon).

30+ NOV: 1. Scott Richeson (Suz); 2. C.T. Falk (Yam); 3. Dennis Gallagher (Yam).

30+ INT: 1. Ron Cleman (Hon).
35+ NOV: 1. Bill Johnson (Suz); 2. Jeff Arzoyman (Suz); 3. Tim Williams (Kaw); 4. Glenn Perry (Kaw); 5. James Williams (Kaw).

35+ INT: 1. Jeff Granni (Suz).
40+ NOV: 1. Fred Willis (Hon); 2. Mike Huszinsky (Hon); 3. Robert Coviello (Yam); 4. Pam Clemons (KTM).

40+ INT: 1. Pryor Campbell (Yam); 2. Greg McCarthy (Hon).

40+ EX: 1. Jim Domann (Kaw).

Esposito snaps Sweany's streak at GSC Arenacross

By Rich Williams

BISHOP, CA, AUG. 29

Shane Esposito put an end to Brian Sweany's winning streak in the 125cc Pro class at the final round of GSC Arenacross series.

This year's final round was held in conjunction with the county fair, and 104 riders came to put on a show for the fairgoers.

In the first 125cc Pro moto, Sweany pulled the holeshot and proceeded to smoke the field, but Esposito had other plans. Esposito, who had gated second, slowly began to reel in Sweany.

On lap six of the eight-lap race, Esposito cut under Sweany in the corner before the "IROC" rockers and forced Sweany wide. Esposito, riding in the well-worn groove, outaccelerated Sweany down the whoops and took the lead, which he held to the checkered flag. Sweany finished second.

During the Esposito-Sweany battle, Team Suzuki sport rider Pat Foster, who has met with unfavorable luck at his hometown track, had misfortune strike again as he miscued at the end of the rockers and went into the banners, his night of racing over.

In moto two, Esposito went wire to wire for the win while Sweany, who had ruled all the previous 125 and 250cc Pro second motos thus far, ended up crashing into a hay bale and finishing last. Sweany still took the 125cc Pro series title.

In the 250cc Pro race, Sweany did what has made him many fans in Bishop. He rode a smooth, fast race en route to both moto wins and put on a show for the crowd by "pancaking" the jumps, Danny "Magoo" Chandler style.

Speaking of jumps, Foster, who's been riding conservatively so as not to sustain an injury



(Above) Pat Foster came back after a hard crash to win the jump contest at the Bishop, California, Arenacross.

(Left) Josh Tarantino led the 125cc Intermediate class through every lap at Perris Raceway in California.

before the Suzuki RM Cup, won the halftime contest with heel-clickers and no-handers. He pocketed \$500 cash for his effort.

Results

P/W 50: 1. Daniel Chandler; 2. Casey Logan; 3. Christina Gillespie.

P/W 80: 1. Daniel Hennerberger; 2. Richard Marchant; 3. Kevin Eberle.

P/W 60: 1. Nicholas Burson; 2. Tyson Escoto; 3. Rick Chandler.

XR 80/100: 1. Fletcher Buccowich; 2. Matt LeFever; 3. Christopher LeConnell.

80 BEG: 1. Jesse Jackson; 2. Derek Banta; 3. Jordan Burroughs; 4. Dustin Novak.

80 JR: 1. Rocky Audenried; 2. Nicholas Burson; 3. Dustin Somers.

80 INT: 1. Kenny Bell.

VET JR (30+): 1. Brian Fountain; 2. Dave Shelton; 3. Louis Cepeda; 4. Spike Jackson; 5. Tom Jackson.

VET INT (30+): 1. Ron McCoy; 2. Randy Gillespie; 3. Greg Fountain.

VET SR (40+): 1. Marion Davis; 2. Gregg Humber; 3. Scott Duncan.

125 BEG: 1. Tim Sweany; 2. Jeff Coffman; 3. Ryan Baxendale; 4. Josh Kauffman; 5. Justin Witcher.

125 JR: 1. Brian Miller; 2. Jason Clark; 3. Marshall McCoy; 4. Reagan Slee.

250 BEG: 1. Michael Tyner; 2. Matt Kile; 3. Ben Klanke; 4. Jeremie Surhouet; 5. Anthony Dore.

250 JR: 1. Barry McCoy; 2. Rich Powell; 3. Brian Jeagers; 4. Matt Baker; 5. William Potts.

250 INT: 1. Colby Begin.

125 PRO: 1. Shane Esposito; 2. D.J. Sweany; 3. Brian Sweany.

250 PRO: 1. Brian Sweany; 2. D.J. Sweany; 3. Kenny Lash.

Schwartz, Zemke split mains at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, AUG. 30

Bobby "Boogaloo" Schwartz and Jake Zemke lay claim to the Scratch and Handicap main events Friday night in front of a festive holiday crowd at Costa Mesa Speedway.

Direct transfers to the richest race of the night, the Scratch main, went to "Rad" Brad Oxley, who drew the pole; Steve "Bad Boy" Lucero, back from vacation, in three; Schwartz in four, and John Aden on the far outside in five. Qualifying via the last chance was Shawn "Mad Dog" McConnell, who lined up in the two slot.

It was Schwartz from the gate who beat the field to the turn and set the tone for the quick four-lapper. Dropping in behind him was Oxley, followed by McConnell, Lucero and Aden. All were riding low, tight lines and no one made a mistake.

They were close enough to throw a blanket over, but the running order never changed, and they finished as they had started. Schwartz has won three out of the four Scratch mains, with Lucero the only rider to break his streak.

The Handicap main had Jason Daniels on the 10-yard line all alone. Closest to him was Zemke on the 30. Things got more crowded on the 40 where "Fast" Ed Castro, Jesse Finch and Gary Ackroyd shared the real estate. The 50 had Lucero, McConnell and Oxley.

On the first try for a go, Castro got overanxious and was sent to the 50. On the second try, Daniels parked it in three, causing the rest of the field, except Oxley, to go down. Daniels, deemed the cause, was not allowed to restart, and this time it was Zemke who set the pace. Finch looked in behind him, with Lucero and McConnell putting on the pressure.

Zemke was able to get some daylight on the field and it was all he needed to put the win in his pocket. Finch held off Lucero for second and Lucero rounded out the field in third.

Results

SCR: 1. Bobby Schwartz (Wes); 2. Brad Oxley (Wes); 3. Shawn McConnell (Wes); 4. Steve Lucero (GM); 5. John Aden (Jaw).

HDCP: 1. Jake Zemke (Jaw); 2. Jesse Finch (Wes); 3. Steve

Lucero (GM); 4. Shawn McConnell (Wes); 5. Ed Castro (Wes).

SDCR: 1. J. Matherson/S. Cole (Yam); 2. D. Steele/D. King (GDN); 3. P. Lewis/J. Macy (Yam); 4. S. Glass/D. Smithlin (Kaw).

SUP: 1. Kon Baier (Jaw); 2. Robbie Hackmab (Wes); 3. Randy Skinner (Jaw); 4. David Lynch (Wes); 5. Jeremy O'Neil (Jaw).

MDGT: 1. John Barris; 2. Pat Hickey; 3. Troy Tubbs; 4. Brian Hommell.

Dombrowski dominant at Dutch Sport Motocross

By Larry Witmer

BLOOMINGDALE, MI, AUG. 8

Russ Dombrowski bested the 250cc Novice division at Dutch Sport Park MX, passing in the stadium rocker section and the sand switchbacks of the LaRocco-designed track.

In the opening moto, Mark Engle took his Honda fastest to the first corner, besting Wes Scott, Jason McClaren and Eric Lankton. Engle had established a huge lead at the completion of the opening lap. Lankton emerged from the stadium rocker section by the south woods line with second place, Scott holding onto third.

At the completion of the second lap, Engle had a four-second lead over Lankton. Third spot was now occupied by Dombrowski, who had just displaced Scott for the position. By the fourth lap, Lankton made his move for the lead in the sand rocker section, overtaking Engle by doubling up into the rockers.

The white flag came out for Lankton, three seconds ahead of Engle. But Engle had faded, allowing Dombrowski to close in and make the pass over the finish-line tabletop coming for the white flag. Lankton took the opening-moto win, Dombrowski was second and Engle, off the pace, claimed third. Fourth went to Rancal Nelson. Scott took fifth.

Engle again roosted away with the holeshot, with McClaren second. Dombrowski had a good start in third, while Paul Ransler rounded out the top four places.

Dombrowski made it past McClaren for second when he used the fast sand switchbacks for the pass. Once again, just like the first moto, Engle sprinted to a big lead on the opening lap. Dombrowski stayed consistent, eventually catching Engle.

The completion of the second lap saw Engle out front with Dombrowski playing catch-up. Nelson was third, Ransler fourth, and Lankton fifth. Engle made a miscue while completing lap two, spinning out after the finish line. Dombrowski passed for the lead and went on to take the overall.

Engle resumed racing just before Nelson made it through the corner. Nelson got Engle a half lap later for the runner-up spot in the sand jump area of the track. Engle would fall off the pace, allowing Lankton to take third in the late stages.

Results

250 C: 1. Russ Dombrowski (Hon); 2. Eric Lankton (Hon); 3. Rancal Nelson (Hon); 4. Mark Engle (Hon); 5. Adam Papranec (Suz).

25+ : 1. Todd DeHoop (Suz); 2. Jay Wagner (Yam); 3. Matt Adent (Suz).

30+ : 1. Bobby Wagner (Suz); 2. Larry Witmer (Suz); 3. Victor Edgar (Suz); 4. Kirt Gerlofs (Yam); 5. Bogdon Skomog (Hon).

35+ : 1. Larry Witmer (Suz); 2. Rick Walsworth (Yam); 3. Steve Hugenell (Yam); 4. Dan Ott (Hon); 5. John Shafer (Yam).

40+ : 1. Steve Hugenell (Yam); 2. Roger Lewis (Hon); 3. Tom Cole (Kaw); 4. John Shafer (Yam).

50+ : 1. Jim Adent (Suz).
125 (12-15): 1. Tony Dentley (Kaw); 2. Jeremiah Bagley (Hon); 3. Michael Ely (Hon).

125 A: 1. Todd DeHoop (Suz); 2. Jay Wagner (Yam); 3. Gregg Watson (Hon); 4. Michael Mensinger (Hon); 5. Doug Finley (Suz).

125 B: 1. Tony Bentley (Kaw); 2. Darick Stevens (Yam); 3. Mike Sassano (Suz); 4. Duwayne Leadingham (Suz); 5. Pete Sassano (Suz).

125 C: 1. Matt Dake (Suz); 2. Chris Owen (Hon); 3. Russ Ely (Hon); 4. Michael Ely (Hon); 5. Mike Whipple (Kaw).

16-24: 1. Steve Rourke (Kaw); 2. Kyle McLeod (Kaw); 3. Michael Hansma (Hon); 4. Andy Retburg; 5. Mike Sassano (Suz).

250 A: 1. Jay Wagner (Yam); 2. Gregg Dalman (Yam); 3. Mark Franklin (Kaw); 4. Steve Rourke (Kaw); 5. Matt Wheelright (Hon).

250 B: 1. Michael Hansma (Hon); 2. Alan Sherlock (Yam); 3. Rodd Nelson (Suz); 4. Victor Edgar (Suz); 5. Chad Lloyd (Hon).

60: 1. Adam Cole (Kaw); 2. Kirk Newman (Kaw); 3. Larry Partin (Kaw); 4. Matt Walsworth (Kaw); 5. Matt Haag (Kaw).

80 (12-15): 1. Jeremiah Bagley (Hon); 2. Nic Manion (Yam); 3. Charlie Morse (Suz).

80 C: 1. Jon Logan (Yam); 2. Chris Irey (Kaw); 3. Jeff Girard (Yam); 4. Dan Beckett (Hon); 5. Justin Bates (Yam).
 NON-CUR: 1. Matt Popp (Hon); 2. John Carlson (Yam).
 AUTO (4-6): 1. Brett Wagner (LEM); 2. Brittany Partin (LEM); 3. Tom Fisher (KTM); 4. Caleb Jorgenson (KTM); 5. Trampas Newman (KTM).
 AUTO (7-8): 1. Josh Radi (Cob); 2. Larry Partin (Cob); 3. Adam Callins.
 AUTO S/STK: 1. Michael Lewin (Yam); 2. Arielle St. Amand (Yam); 3. Shane McMillon (Yam); 4. Zachary Hays (Yam); 5. Jordan Badgley (Suz).

Pee Wees pounce at Ogden Motocross

By Mark Hopkins

OGDEN, UT, AUG. 24-25

Pee Wee mania invaded Ogden's Hot Springs Raceway with Pee Wee a double dose of motos - two in the morning and then two more in the afternoon.

Beni Williams, after winning moto one of the Pee Wee 7- to 8-year-old class, had a harder time in moto two. Nicholas Last pulled the holeshot with Beni hot on his heels. The two riders matched each other's speed almost exactly as they outdistanced the rest of the field.

With half a lap to go, Beni got his break when the two leaders came up to a lapped rider and Beni found a quicker way around the lapper and into the lead.

The first moto of Saturday's 125cc Juniors found Honda rider Cory Shephard out front with Brett Barney and Zach Evans hot on his heels. Shephard saw his lead end when Barney, Matt Hopkins and Corey Smith railed past, relegating Shephard to an eventual fourth-place finish.

First place was up for grabs with Barney, Hopkins and Smith all trying to get a handle on the top spot. Barney had it, but watched Hopkins fly by on the front straight after getting the white flag. Hopkins' lead lasted to the checkers, where he was followed by Barney and Smith.

Shephard proved his first-moto holeshot was no fluke as he repeated in moto two. This time he wasn't willing to give it up without a battle, and Skyler Harris was willing to give him one.



Harris showed why he is the series points leader when, on lap three, he danced past Shephard and into the lead.

Shephard said "no more" and held second to the end. Shephard had the upper hand, though, as his 4-2 moto gave him first overall followed by Smith (3-3) and Barney (2-4).

Results

Saturday

50 (1-6): 1. Justin Johnson; 2. Nathan Last; 3. Eric Barlow; 4. Braden Butterfield; 5. Jed Maxwell.
 50 (7-8): 1. Beni Williams; 2. Nicholas Last; 3. Zachary Brown; 4. Zack Marshall; 5. Nick Nelson.
 50 MOD: 1. Beni Williams; 2. Nicholas Last; 3. Taylor Daggs.
 50 HDS UP: 1. Eric Barlow; 2. Jenica Jensen; 3. James Butler.
 50 P/P: 1. Angela Hatch; 2. Nikki Brown; 3. Ambir Richardson; 4. Venessa Morfin; 5. Britney Olsen.
 60 A: 1. Boyd Foster; 2. Sam Harper; 3. Chase Nelson.
 60 B: 1. Tyson Hernandez; 2. Beni Williams; 3. Boe Southworth; 4. Nicholas Last; 5. Chad Nelson.
 80 BEG: 1. Ryan Dayton; 2. Carl Sundstrom; 3. David Gines; 4. Daniel Woodard; 5. Randy Fitzgerald.
 80 JR (8-11): 1. Brandon Johnson; 2. Boyd Foster; 3. Chase Nelson; 4. Richie Kaumo; 5. Derrick Tybo.
 80 JR (12-15): 1. Tim Symes; 2. Brad Thornburg; 3. Tony

Morfin; 4. David Panzer; 5. Josh Clifton.

80 INT: 1. Daryl Agar; 2. Tyler Barney; 3. Chris Butterfield; 4. Aron Montross; 5. Tyler Lafave.

125 BEG: 1. Dustin Moses; 2. Matt Gaver; 3. Chris Cook; 4. Brent Santa; 5. Danny Crandall.

125 JR: 1. Cory Shephard; 2. Corey Smith; 3. Brett Barney; 4. Skyler Harris; 5. Zach Evans.

125 INT: 1. Larry Leavitt; 2. Josh Borges; 3. Ty Carson; 4. Jesse Lund; 5. Dallas Taylor.

125 PRO: 1. Marlo Painter; 2. Kipp Posey; 3. Spud Walters; 4. Brad Frampton; 5. Chad Wallwork.

250 BEG: 1. Cassidy Anderson; 2. Jeff Morrey; 3. Casey Draper; 4. Casey Robison; 5. Cory Hammons.

250 JR: 1. Brett Barney; 2. Joel McKinney; 3. Jonathon Diel; 4. Jeremy Paget; 5. Clint Richards.

250 INT: 1. Kris Papworth; 2. Larry Leavitt; 3. Josh Borges; 4. Jesse Lund; 5. Ty Carson.

250 PRO: 1. Mike Healey; 2. Marlo Painter; 3. Chad Wallwork; 4. Spud Walters; 5. Brad Frampton.

OPEN JR: 1. Wayne Lambrecht.

25+ Jr: 1. David Crapo; 2. Rick Lineham; 3. Chad Blechert; 4. Kelly Nielson.

25+ Int: 1. Cole Wallwork; 2. Dennis Simons; 3. Don Simons; 4. Robby Heal; 5. Alex Lofgren.

25+ Pro: 1. Mike Healey; 2. Chad Wallwork; 3. Jon Craner; 4. Brad Bolton.

30+ JR: 1. Steve Hampton; 2. Randy Clifton; 3. Jeff Fraughton; 4. Ken Jensen; 5. Scott Carter.

30+ INT: 1. Ben Williams; 2. Mark Hopkins; 3. Scott Nixon.

Nicholas Last (46) and Beni Williams
 raced neck-and-neck in the Pee Wee 7- to 8-year-old class at Hot Springs Raceway in Ogden, Utah.

30+ PRO: 1. Brad Bolton; 2. Richard Taft.

40+: 1. Jeff Carson; 2. Robert Wooton; 3. Gordon Smith; 4. Tom Finley.

WMN JR: 1. Kris Lindsay.

Sunday

50 (1-6): 1. Justin Johnson; 2. Eric Barlow; 3. Braden Butterfield; 4. Jed Maxwell; 5. Jace Zeeman.

50 (7-8): 1. Beni Williams; 2. Nicholas Last; 3. Zachary Brown; 4. Nick Nelson; 5. Shay Lawrence.

50 MOD: 1. Taylor Daggs; 2. Beni Williams; 3. Nicholas Last.

50 HDS UP: 1. James Butler; 2. Jenica Jensen; 3. Jesse Richmond; 4. Eric Barlow.

50 P/P: 1. Angela Hatch; 2. Nikki Brown; 3. Jenica Jensen; 4. Venessa Morfin; 5. Ambir Richardson.

60 A: 1. Boyd Foster; 2. Chase Nelson; 3. Sam Harper.

60 B: 1. Beni Williams; 2. Tyson Hernandez; 3. Boe Southworth; 4. Nicholas Last; 5. Tyler Mortensen.

80 BEG: 1. David Gines; 2. Matt Davis; 3. Daniel Woodard; 4. Jade Johnson; 5. Randy Fitzgerald.

80 JR (8-11): 1. Brandon Johnson; 2. Richie Kaumo; 3. Boyd Foster; 4. Chase Nelson; 5. Steve Martin.

80 JR (12-15): 1. Brandon Barnes; 2. Luke Evans; 3. Josh Clifton; 4. David Panzer; 5. Tony Morfin.

80 INT: 1. Daryl Agar; 2. Tyler Barney; 3. Chris Butterfield; 4. Cole Siebler; 5. Tyler Lafave.

125 BEG: 1. Chris Cook; 2. Matt Gaver; 3. Dustin Moses; 4. Brent Santa; 5. Stephen Crane.

125 JR: 1. Corey Smith; 2. Jason Panzer; 3. Matt Hopkins; 4. John Levie; 5. Zach Evans.

125 INT: 1. Larry Leavitt; 2. Josh Borges; 3. Jesse Lund; 4. Ty Carson; 5. Bryan Hatch.

125 PRO: 1. Spud Walters; 2. Marlo Painter; 3. Kipp Posey; 4. Jeremy Diel; 5. Chad Wallwork.

250 BEG: 1. Casey Robison; 2. Cory Hammons; 3. Clay Hancock; 4. Jeff Morrey; 5. Jeff Wootton.

250 JR: 1. Joel McKinney; 2. Brett Barney; 3. Jeremy Paget; 4. Clint Richards; 5. Jeff Kretschmer.

250 INT: 1. Josh Borges; 2. Larry Leavitt; 3. Kris Papworth; 4. Cole Wallwork; 5. Ty Carson.

OPEN JR: 1. Wayne Lambrecht.

25+ Jr: 1. Rick Lineham; 2. Kelly Nielson; 3. Chad Blechert; 4. Danny Richardson; 5. Brett Larson.

25+ INT: 1. Mark Buhler; 2. Cole Wallwork; 3. James Schaubach; 4. Don Simons; 5. Dennis Simons.

25+ PRO: 1. Mike Healey; 2. Chad Wallwork; 3. Bill Phelps; 4. Tracy Hill; 5. Jon Craner.

30+ JR: 1. Seth Butterfield; 2. Jeff Fraughton; 3. Randy Clifton; 4. Ken Jensen.

30+ INT: 1. Ben Williams; 2. Mark Hopkins; 3. James Schaubach.

30+ PRO: 1. Tracy Hill; 2. Brock Judd.

40+: 1. Robert Wooton; 2. Jeff Carson.

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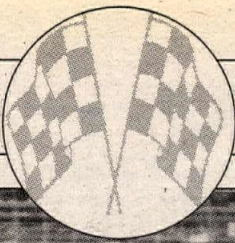
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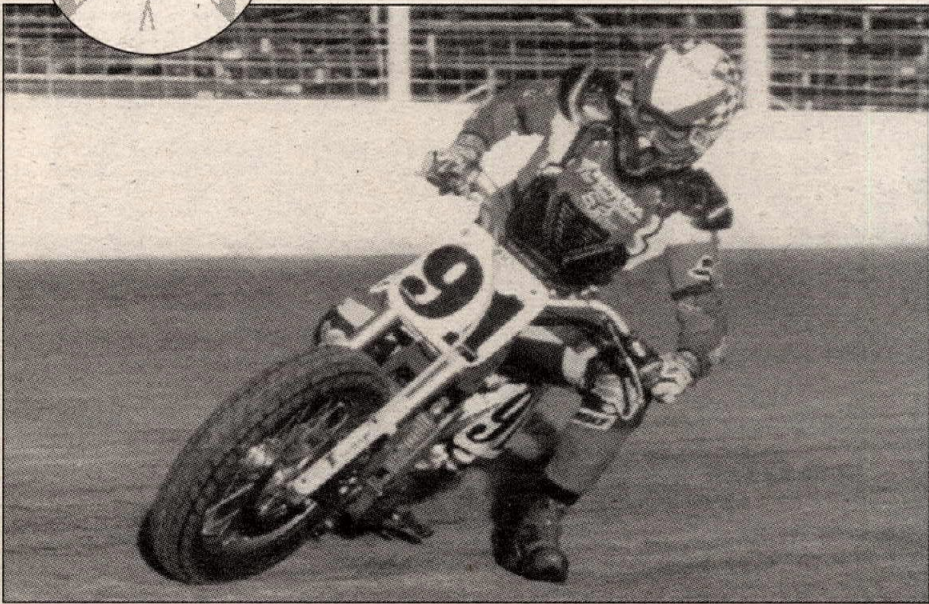
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EVENTS



Tresser rocks Castle Rock TT

By Clay Light

CASTLE ROCK, WA, SEPT. 1

Andy Tresser of Redwood City, California, last year's winner of the 600cc National here, proved he's a prominent figure at Castle Rock Raceway after he ran away with the crash-plagued Expert main event at the Castle Rock TT Championship.

Patience was a virtue in the Expert main event as it took six restarts and nearly 40 minutes to complete it. Tresser grabbed leads on each restart. The first time out, the race was red-flagged after a lap when Jerry Browning took a hard tumble down the front straight.

Action came to another halt when Eli Price and Speedy Kell tangled. Things didn't get started in earnest until the sixth attempt. That's when Tresser finalized what was most likely the longest main event in Castle Rock history with a win ahead of Price, Del Schnitzer, Kell and Eric Rickman.

Robert Rosie, who has been knocking at victory's door here all season in 250cc action, got the big win in the A main after fending off Californian Matt Gomez Sr. and Eric Beers. Following the trio was a huge battle for fourth among Matt Schweitzer, Chase Gilbert, Todd Hill and Phil Scott, which went Schweitzer's way. Rosie later also added an Over 30 250cc A win to his tally after beating Dan Kirk and Hill.

Californian Tony Miering picked up his only win of the weekend in the elite seven-rider 125cc A main. Miering snapped Kurt Hawk's season-long win streak.

Oregon's Sean Light jumped out in front of Miering, Dan Adkins and Nicky McBride at the start of the final, but faded as Hawk came from last to overtake Adkins and set out after Miering. Time ran out and Hawk was relegated to second, though he still clinched the class championship.

Roby Haycock made a sweep of the weekend in 500cc competition, posting three impressive victories. Haycock's wins weren't in runaway style, though, as Brenton Schnitzer made his fellow LEM rider work for each main event win. Dustin Pruczinski finished third.

Washington's Beau Z. Brown also was dominant in the tripleheader, sweeping the Open A class. Despite incredibly tough competition, Brown held off challenges from Pro-Am rider Matt Gomez and former AMA 80cc Champion Toby Jorgensen to dominate, just as he has all season long.

Results

- EX: 1. Andy Tresser (W-R); 2. Eli Price (Rtx); 3. Del Schnitzer (Rtx); 4. Speedy Kell (Rtx); 5. Eric Rickman (Rtx).
 PRO-AM: 1. Christian Vernon (ATK); 2. Steve Arndt (Rtx); 3. Matt Gomez (Rtx); 4. Pete Medcalt (Rtx); 5. Phil Prutman (Kaw).
 OPEN A: 1. Beau Z. Brown (Rtx); 2. Matt Gomez (Rtx); 3. Toby Jorgensen (Rtx); 4. Ricky Henson (Hon); 5. Tim Williams (Yam).
 250 A: 1. Robert Rosie (Suz); 2. Matt Gomez (Hon); 3. Eric Beers (Hon); 4. Matt Schweitzer (Hon); 5. Chase Gilbert (Yam).
 125 A: 1. Tony Miering (Hon); 2. Kurt Hawk (Hon); 3. Daniel Adkins (Hon); 4. Nicky McBride (Hon); 5. Jared St. Germaine (Hon).
 60 A: 1. Scooter Vernon (Hon); 2. Tony Miering (Hon); 3. Kyle Bunker (Hon).
 80 DTX: 1. Scooter Vernon (Hon); Tony Miering (Hon); 3. Matt Gomez (Hon).
 60 A: 1. Kevin Bunker (Kaw); 2. Nick Sellers (Kaw); 3. Timmy Haycock (Kaw).
 50 JR: 1. Roby Haycock (LEM); 2. Brenton Schnitzer (LEM); 3. Dustin Pruczinski (KTM).
 30+ 250: 1. Robert Rosie (Suz); 2. Dan Kirk (Hon); 3. Todd Hill (Yam); 4. Rich Holden (Hon); 5. Doug Anderson (Hon).

(Left) Andy Tresser ran away with an Expert main-event win at the Castle Rock TT Championship at Castle Rock, Washington.

(Below left) Joe McCoy was the big winner in the Sportsman Open Twins Intermediate class at Laguna Seca MX in California.

Joe real McCoy at Laguna Seca MX

By John Gola

LAGUNA SECA, CA, AUG. 25

Joe McCoy parked his two-stroke Husqvarna in favor of a Cheney Triumph 650 and took top honors in the Sportsman Open Twins Intermediate race at the Laguna Seca motocross track.

McCoy showed his versatility by switching to the Triumph after riding modern bikes and a four-stroke Husqvarna, as well as 250 and 400cc Huskies. He had to pass several Experts in the combined Expert/Intermediate race to finish third overall and first Intermediate.

McCoy earned favorable comments from other riders who noted that the teenager still had a lot of time to get even better.

In the 50+ Novice race, Jim Chisum's BSA was the first four-stroke to the finish line. Actually, it was the only four-stroke in the race, and Chisum won both motos.

The 125s always put on a great race. These bikes are tiny compared to their modern counterparts, and the shifter needs to be stirred constantly to maintain forward momentum. Steve Parker was able to pull out a lead in each moto to take the win ahead of a battle among Howard Rantz, Peter Urfer and Steve Gibson.

For sheer viewing pleasure, the combined Premier Open Twin/500cc racing was a winner. Dick Mann, on his 500cc Monark, was fourth to the first turn in the morning moto. He carved his way through traffic until he pulled up behind race leader Butch Cochran, kept it pinned in the left-hand sweeper, took the lead and held it for the win.

In the second moto, Cochran got the holeshot again on his 650cc BSA, with Mann this time in sixth. Mann again worked his way through the field, but this time he used his "inside fake, outside setup, inside move" to take over the front position in a tight right-hander, and motored on for the overall.

Results

- PREM L/W EX: 1. Gary Davis (Hon).
 PREM L/W INT: 1. Michael Green (BSA); 2. Larry Madrigal (BSA).
 PREM 500 EX: 1. Dick Mann (MRK); 2. Rob Poole (BSA); 3. Peter Cruttenden (Tri-BSA).
 PREM 500 INT: 1. Larry Madrigal (BSA); 2. John McCoy (Hus); 3. Fred Mork (ESO).
 PREM 500 NOV: 1. Dennis Moore (BSA).
 PREM OPEN TW EX: 1. Butch Cochran (BSA); 2. Bill Knight (Nor); 3. Gary Davis (Tri); 4. Ken Corpe (BSA); 5. Danny Davies (Tri-BSA).
 CLSC 125 INT: 1. Harry Bellicitti (Hus); 2. Randy Pew (Bul); 3. Rich Dominguez (Pch); 4. Brian Duane (Ric); 5. Doyle Cook (Ric).
 CLSC 125 NOV: 1. Robert Whitaker (Hon); 2. Bryan Wenzel (Pch); 3. Mike Folena (Ric).
 CLSC 250 EX: 1. Rob Poole (BSA).
 CLSC 250 NOV: 1. Hank Wenzel (Gre).
 CLSC 500 EX: 1. John Geer (BSA).
 CLSC 500 INT: 1. Fred Mork (ESO).
 CLSC 500 NOV: 1. David Duvarney (Hus); 2. Dennis Moore (BSA); 3. Jim Stone (BSA).
 SPTSMN 125 EX: 1. Steve Parker (Hon); 2. Howard Rantz (Hon); 3. Peter Urfer (Hon); 4. Rory Muscatell (Hon).
 SPTSMN 125 INT: 1. Ric Russell (Hon).
 SPTSMN 125 NOV: 1. Chris Frei (Yam); 2. Ellen Voermans (Hon).
 SPTSMN 250 EX: 1. Greg Blazek (Hon); 2. Randy Lewis (Ric-Mon); 3. Ron Melton (Bul).
 SPTSMN 250 INT: 1. Ed Sims (Hon); 2. Frank Rodgers (Yam); 3. Brian Duane (CZ); 4. Steve Adam (Hon); 5. Dale Greenhalgh (Hon).
 SPTSMN 250 NOV: 1. Tom Barnett (Hon); 2. Mike Schulhof (Hon); 3. Jeff Snyder (Hon); 4. Robert Sampaulesi (Suz); 5. Sean Dotson (Kaw).
 SPTSMN 500 EX: 1. Greg Blazek (Mai); 2. David Dotson (KTM); 3. Ron Melton (Bul); 4. Mike Atkins (BSA).
 SPTSMN 500 INT: 1. Jeff Mullins (Mai); 2. Shannon Humphreys (Suz); 3. Tyler Mutersbach (BSA); 4. Christian Otero (Suz); 5. Paul Fonseca (Hon).
 SPTSMN 500 NOV: 1. Don Kelley (CZ); 2. Evan Myklebust (Hus); 3. Mark Szura (CZ); 4. Jim Stone (Bul).
 SPTSMN OPEN TW EX: 1. Matt Rohr (Tri); 2. Mike Van Liden (BSA); 3. Ken Corpe (BSA).
 SPTSMN OPEN TW INT: 1. Joe McCoy (Che-Tri); 2. Joel Sweeney (Tri); 3. Ron Dotson (Tri); 4. Tony McDowell (Ric-Tri); 5. Manuel Datan (Tri).
 WMN INT: 1. Debbie Poole (CZ).
 WMN NOV: 1. Ellen Voermans (Hon); 2. Teresa Fonseca (Kaw).
 30+ EX: 1. David Dotson (KTM).
 30+ INT: 1. Ed Sims (Hon); 2. Clark Sumner (Suz); 3. Tyler Mutersbach (BSA); 4. Paul Miller (Hon); 5. Christian Otero (Suz).
 30+ NOV: 1. David Duvarney (Hus); 2. Michael Ervin (Hus); 3. Mike Schulhof (Hon); 4. Chris Frei (Hus); 5. Jim Stone (Bul).
 40+ EX: 1. Randy Lewis (Ric-Mon); 2. Rob Poole (BSA); 3. Robert Doran (CCM); 4. Mike Atkins (BSA); 5. Rory Muscatell (Hon).
 40+ INT: 1. Harry Bellicitti (CZ); 2. Dale Greenhalgh (Hon); 3. Randy Pew (Bul); 4. Rich Dominguez (CZ); 5. Darryl Alcorn (Ric).
 40+ NOV: 1. Jeff Snyder (Hon); 2. Bob White (Mai); 3. Larry Cood (CZ); 4. Ron Cowan (Yam); 5. Tom Madlan (CZ).
 50+ EX: 1. Danny Davies (Tri-BSA); 2. Wayne Sumner (Tri-

- BSA); 3. John Ceer (BSA); 4. Danny Smart (Hus).
 50+ INT: 1. Don Kelley (CZ); 2. George Cayssials (CZ); 3. Ray Buck (Yam); 4. Richard McCormick (Hon); 5. Chuck Bulwinkle (Mai).
 50+ NOV: 1. Jim Chisum (BSA); 2. Steve Churchill (Hus); 3. Steve Lacey (Hon); 4. Bill Staley (CZ); 5. Hank Wenzel (Gre).
 60+ INT: 1. George Cayssials (CZ); 2. Richard McCormick (Hon).
 60+ NOV: 1. Bill Staley (CZ); 2. Norm Blackmer (Kaw); 3. Mel Shapiro (Oss).

Wood carves up Argyll MX

By Mike Vancil

DIXON, CA, SEPT. 2

Dave Wood may have slept late, but the extra rest apparently put him into the right frame of mind to outdo the other 250cc pro riders at Argyll Park Motocross.

Wood was an hour late when he arrived and barely made the signup deadline, so he got no practice, either. On the track, he put all that frustration behind him as he got fair starts but steadily worked through the field in each of his motos.

The deep track, powdery berms and multiple lines in every situation were to his liking, and he sped to the front in about three laps for each moto. Wood was all business and never once styled, showed flair or dash. This probably was good because the competition dropped out after the first moto, and he had only Veteran Novice riders to beat in moto two.

Another star at Argyll was 125cc winner Eddie Marsalla on his El Dorado Hills-based KX. This rising star used a great start in moto one and a subsequent victory after a spill by Mike Aiello on another Kawasaki took the pressure off.

Aiello wasn't to be denied as he remounted and climbed to third at the finish. Hanging in with this fast company was J.J. Cummings on a very potent RM. He led for a bit in moto one, but might have been caught up in Aiello's spill. Cummings took a second in the first moto.

At the gate drop in moto two, Aiello grabbed the holeshot and took no rearward glances. Marsalla tried to put a move to mount a challenge, but thought better of it and settled for a guarded second place and the overall. Cummings was still trying to pass Marsalla at the checkers, but just couldn't get the job done.

Results

- P/W 50: 1. Dean Kolstad (LEM); 2. Stenson Womack (KTM); 3. J.D. Moore (KTM); 4. Garrett Hector (Yam).
 MINI 60: 1. Mike Stone (Kaw); 2. Chris Budd (Kaw); 3. Dean Kolstad (Kaw).
 MINI 80: 1. Jesse Dawson (Hon); 2. Cole Bridenbaker (Kaw).
 125 NOV: 1. Eddie Marsalla (Kaw); 2. Mike Aiello (Kaw); 3. J.J. Cummings (Suz); 4. Allen Lorscheider (Suz); 5. Chadd Ristrom (Suz).
 250 NOV: 1. William Calrison (Kaw); 2. John Moore (Kaw); 3. Dave Courtney (Kaw); 4. Shane Felts (Hon); 5. Bill McCune (Suz).
 250 PRO: 1. Shawn Parks (Hon).
 VET NOV: 1. Danny Evand (Yam); 2. John Moore (Kaw); 3. Jeff Poter (Yam); 4. Mike Taylor (KTM); 5. Mark Hector (Hon).
 VET INT: 1. Mark Lagomarsino (Hus).
 VET PRO: 1. Dave Wood (Kaw); 2. Robb Forsberg (Suz); 3. Emmet Ramirez (Hon).
 O/T NOV: 1. Randy Newton (Kaw); 2. Bob Lynch Jr. (Yam); 3. Dan Ristrom (Yam); 4. Bill Budd (Yam).
 O/T MSTR: 1. Steve Law (Kaw); 2. Wes Broby (Yam); 3. Daniel Sturgeon (Suz); 4. Craig Schulz (Kaw).

Schuler tames Tuskegee MX

By Hugh Gatlin

TUSKEGEE, AL, AUG. 18

Georgia rider Buck Schuler made his first trip to Tuskegee MX a winning one, taking the overall victory in the 125cc B class. The win did not come easily, though, as Schuler battled with Rick Carlisle late in both motos before coming out on top.

Carlisle led the first moto with Brian Jones in tow. Jones tried an inside pass for the lead at the end of the first lap, but Carlisle held firm. Schuler took second from Jones on an uphill hairpin turn and set out after Carlisle. With just two turns to go, Carlisle went down in the washboard section and handed the win to Schuler.

Jones was quickest off the line in the second heat while Schuler was last. Carlisle took the lead while Schuler worked his way through the pack. Racing was tight as the top four riders were on the same straightaway at the halfway point. Schuler continued his charge to the front and took another win over Jones and Brad Taylor.

Danny Faulk holeshot the first 250cc Vet moto, followed by Chris Gilmore. By the end of the first lap Gilmore was out front and pulling away. Rusty Bufford worked his way up from a bad start and put in a tremendous charge through the field. He passed a fading Faulk for second over the triple jump and reeled in Gilmore. At the flag, Bufford was looking for one more lap; he finished two bike lengths behind Gilmore.

Bufford nailed the second-moto start over Faulk and Gilmore. Faulk couldn't hold Gilmore back and fell to third. After a sluggish first moto, Jeff Andrews came alive and tripled his way past Gilmore and took second. Bufford rode on to the moto win over Andrews and Faulk.

Mark Taylor was in a class of his own in Senior Mini competition. He holeshot both motos and never looked back. John Bedlole and Allen Montgomery battled in both motos for second. Montgomery chased Bedlole to the finish in both motos, but had to settle for third on the day.

Results

- 125 B: 1. Buck Schuler (Hon); 2. Brian Jones (Hon); 3. Brad Taylor (Suz); 4. Rick Carlisle (Hon).
125 C: 1. Louie Reynolds (Hon); 2. Ronnie Baxley (Hon); 3. Randy Staudenmire (Hon); 4. Jimmy Carter (Hon).
VET: 1. Chris Gilmore (Kaw); 2. Danny Faulk (Hon); 3. Reuben Bice (Suz).
250: 1. Rusty Bufford (Hon); 2. Barbera Vincent (Kaw); 3. Jeff Andrews (Yam).
50: 1. Christian Gibney (Cob) 2. Travis Dawkins (Yam) 3. Jacob Morrell (Yam).
60: 1. Christian Gibney (Kaw) 2. Timmy Woodard (Kaw).
85: 1. Mark Taylor (Suz); 2. John Bedlole (Hon); 3. Allen Montgomery (Kaw); 4. Daniel Faulk (Kaw); 5. Jimmy Woodard (Kaw).

Haas sets record at Rock River Hillclimb

By Bud Northrup
Photo by Mark Lewis

POLO, IL, AUG. 25
A field of 154 riders from all over the Midwest converged on the Rock River Riders club-grounds to compete in the AMA District 17/Illinois State Championship Hillclimb.

Luke Haas, a 21-year-old college student from Elizabeth, Illinois, proved to be the fastest of the fast, winning the intensely competitive 500cc class - claiming the coveted fast-time trophy and setting a new hill record in the process.

Haas started the fast-time battle with a good 3.454-second time on his first ride, but saw that time beaten first by his cousin Lloyd, who ran 3.429, then by Lloyd's brother-in-law, Eric Wheelwright, who stopped the clock in 3.329 seconds on his CR500. But the fastest man of the first round was Mark Shafer, who delivered a blazing 3.109-second run, which would hold up for the fast time well into round two.

The competition heated up in the second round. Marc Stamm of Forreston, Illinois, delivered an early 3.100-second time to take over the class lead and set a new fast time, but Shafer quickly countered with a 3.092-second run to reclaim the lead.

Then came Haas, who pegged his throttle to the limit and held it there all the way up the choppy 130-foot hill and over the rough breakers at the top. His ride sent the screaming CR500 high in the air over the top, crashing hard after Haas wisely released it. The result was a stunning 2.808-second time, not only the class fast time and fast overall time, but the fastest time ever recorded on the hill.

Twenty-year-old Jason Northrup came the closest to reaching Luke's incredible time with a 2.967-second run on his Honda to take second place, with Wheelwright finishing third with a 2.992-second ride. Lloyd Haas cleared the hill in three seconds flat for fourth place, with Shafer claiming fifth.

The victory was the third of the year for Haas, all being fast times, despite his having only ridden in nine of the 18 district climbs to date, and moved him into third place in the 1996 points race behind Northrup and Andy Fortner.

Results

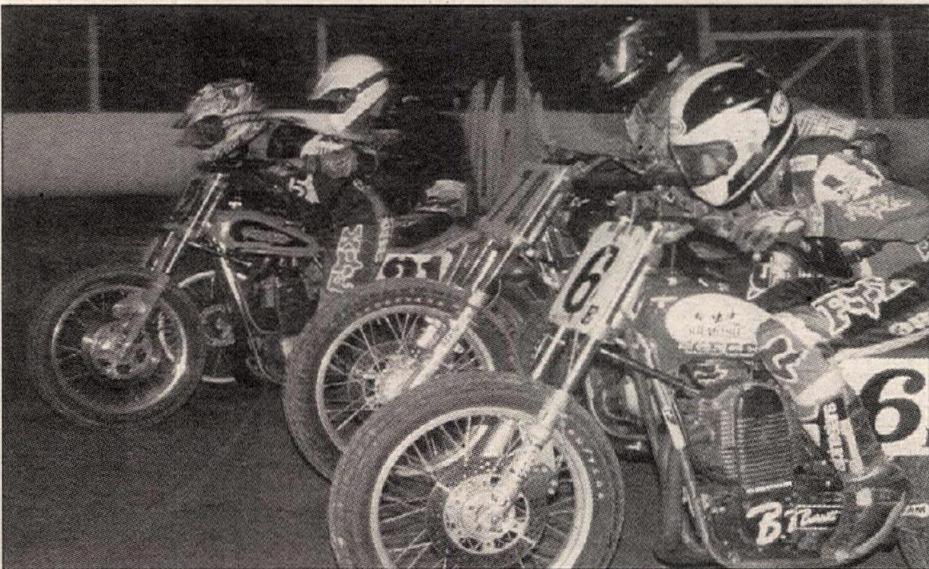
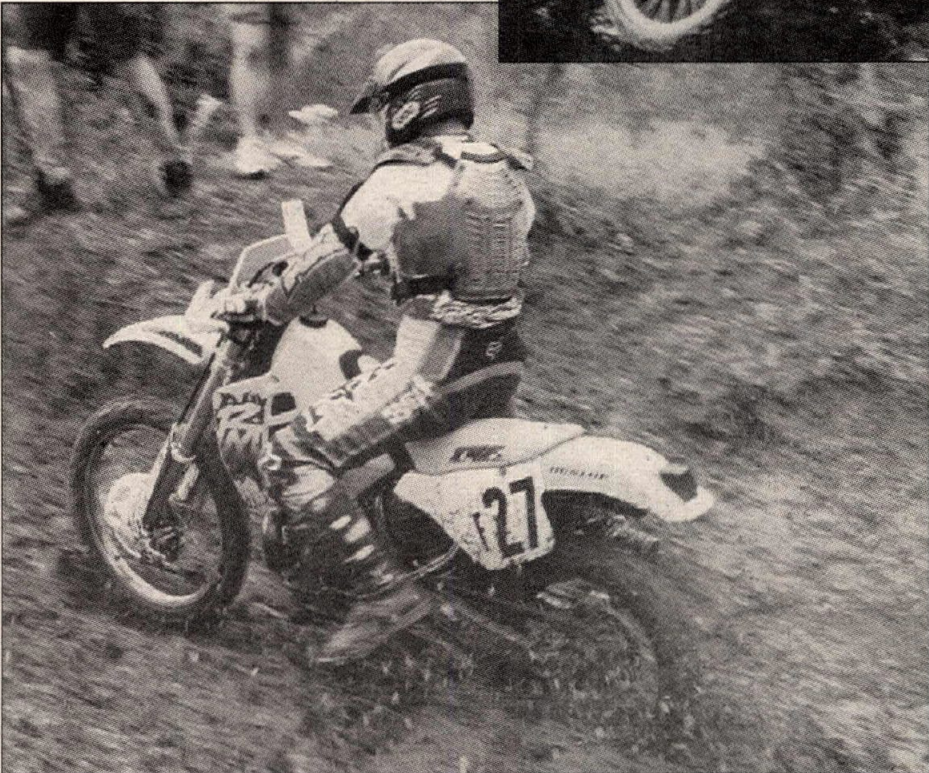
- 85 YTH: 1. Jackie Mason II (Hon); 2. Anthony DeHart (Hon); 3. Matt Weaver (Kaw); 4. Dan Myers (Hon); 5. Michael Mason (Yam).
200: 1. Glen Fuegen (Kaw); 2. Kelly Senn (Kaw); 3. Fred Toms (Kaw); 4. David Person (Kaw); 5. Jerome Beckley (Kaw).
250: 1. Eric Wheelwright (Yam) 2. Andy Fortner (Suz); 3. Nick White (Hon); 4. Jeff White (Kaw); 5. Brent Stewart (Yam).
400: 1. Steve Shafer (Yam); 2. Lloyd Haas (ATK); 3. Jerome Beckley (Yam); 4. Roger Riddel (Yam); 5. Marc Stamm (Yam).
500: 1. Luke Haas (Hon); 2. Jason Northrup (Hon); 3. Eric Wheelwright (Hon); 4. Lloyd Haas (Hon); 5. Mark Shater (Hon).
750: 1. Jason Northrup (Kaw); 2. Lloyd Haas (Kaw); 3. Randy Bronnenburg (Kaw); 4. Boots Weber (Yam); 5. Bob Glenn (KTM).
OPEN: 1. Scott Hardey (Kaw); 2. Mark Wood (Kaw); 3. Kevin Tilson (Tri); 4. Jerrod Lindquist (Kaw); 5. Bob Fisher (H-D).
SR: 1. John Steffei (KTM); 2. Boots Weber (Yam); 3. Bob Glenn (KTM); 4. Craig DeHart (Hon); 5. Dorrance Johnson (BSA).
PSHRD: 1. Kevin Tillson (H-D); 2. Terry Bailey (H-D); 3. Bob Fisher (H-D); 4. David Deaver (BSA); 5. John Hillard (H-D).

Robinson rips at Bryson Cross Country

By Darryl Smith

BRYSON, TX, AUG. 25
The second half of the TCCRA season kicked off after a two-month summer break at a new locale, and Tom Robinson proved he hadn't

(Right) Jackie Mason was the only Youth-class rider to clear the hill on the Rock River Riders clubgrounds near Polo, Illinois, in the AMA District 17/Illinois State Championship.
(Below) Mark Bergman (27) sloshed home with the 30+ Amateur win at round 11 of the TCCRA Cross Country Series in Bryson, Texas.
(Bottom) Oregon's Beau A. Brown (21) jumps out in front of Richard Arnold (70V) in the Open-class heat race in Castle Rock, Washington.



cooled off over the summer by taking the AA Expert-class win on his Suzuki RMX.

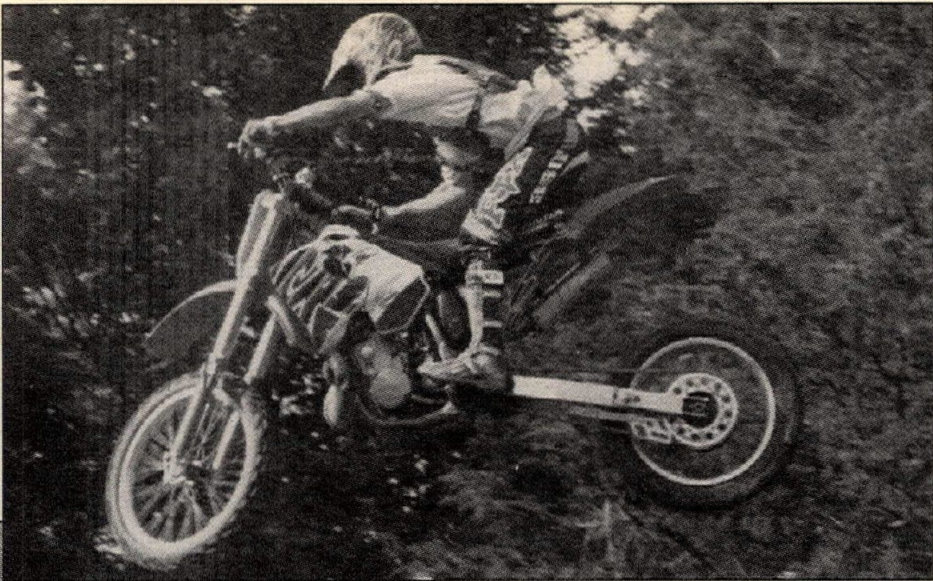
Unusually cool temperatures for August lured 388 riders out to participate in round 11 of the series. The threat of rain did not materialize by the time the morning Experts blasted off at 9 a.m., but dust was minimal in part because much of Bryson's 9.5-mile circuit was rock-hard and blue-grooved.

David Culpepper looked to have the early lead off the AA start, but Darryl Smith blasted around the outside of the sandy second turn to take control. Culpepper washed out early in lap one and dropped back to sixth. Robinson was fourth off the line, but quickly overtook Scott Foster and moved into second.

Smith put some distance on the pack for a lap, but Robinson cut the lead by the time they hit the barrels. Smith stalled his KTM 360 just after the first lap, letting Robinson slip by. Robinson pulled away to an uncontested win.

Bobby Southard and Scott Foster traded positions in third, 20 seconds off the leaders' pace, until Foster parked himself off the course on lap three. Culpepper was the man on the move after suffering a get-off on lap one. It took three laps for Culpepper to reach Smith's rear fender and he made a pass with a wide line to move into second, where he would finish.

Southard began to feel pressure from Eric Hess and they picked up their pace, putting them behind Smith halfway through lap four.



- Mike Moore (Hus); 4. Craig Laughlin (Hbg); 5. Bryan Freed (Hon).
250 INT: 1. Bo Baker (Hon); 2. Will Pattison (Kaw); 3. Clint McBride (Kaw); 4. Tom Moran (Kaw); 5. Jim Waters (Kaw).
125 INT: 1. Bryan Kinder (Hon); 2. Jason Baber (Yam); 3. Chris Dejarneatt (Yam); 4. Chris Horton (Yam); 5. Dwayne Gensler (Yam).
30+ INT: 1. Marty Cathey (Yam); 2. Doug Richards (Suz); 3. Scott Chinnock (Kaw); 4. Danny Flowers (Suz); 5. Russell Brown (Kaw).
38+ INT: 1. Douglas Taft (Yam); 2. Rick Brightwell (KTM); 3. Rick Hinton (Hon); 4. Wayne Reeves (Yam); 5. John Essinger (Yam).
45+ INT: 1. Kerry Foster (Kaw); 2. David Nielsen (Yam); 3. Charles Robinson (KTM); 4. Mike Nalley (Kaw); 5. John Miera (Hon).
OPEN AM: 1. Brian Hoffman (KTM); 2. Lynn Stanford (KTM); 3. Tripp Glenn (Hus); 4. Tom Payne (Kaw); 5. Robert Sutton (KTM).
250 AM: 1. Clinton King (Yam); 2. Rick Hacic (Kaw); 3. Troy Medlock (Hon); 4. Dahny Souder (Yam); 5. Cody Harris (Yam).
200 AM: 1. Glen Pinion (Kaw); 2. John Bryant (Kaw); 3. Jason Montey (Kaw); 4. Craig Young (Hon); 5. Matt Panter (Kaw).
125 AM: 1. Deb Schiller (Hon); 2. Cody Bob Dean (Kaw); 3. Dwayne Tinchler (Suz); 4. David Penney (Suz); 5. Jacob Cozby (Hon).
30+ AM: 1. Glen Eiland (Yam); 2. Tommy Smith (Yam); 3. Michael Sprong (ATK); 4. Kenny Adams (KTM); 5. Kevin Lewellen (Kaw).
38+ AM: 1. Mark Bergman (Suz); 2. Mike Ratcliff (Hon); 3. Eddie Kinder (Yam); 4. Sonny Jones (Suz); 5. William Martin (Kaw).
45+ AM: 1. Mickey Hogan (Kaw); 2. David Lucas Sr. (Kaw); 3. Richard Kull (Kaw); 4. John West (Hon); 5. Richard Van Tries (KTM).
50+ AM: 1. Grady Burch (KTM); 2. Gary Ratliff (Hon); 3. Barry Millwood (Suz); 4. Skip Gove (Yam); 5. Ralph Jones (Kaw).
4-STRK AM: 1. Charles Cundiff (Hon); 2. Jeff Gunter (Hon); 3. Steve Turner (Hon); 4. Tim Cruce (Hon); 5. Patrick Pierce (Hon).
WMN EX: 1. Tracy Kisor (Kaw); 2. Bethany Jacobs (Kaw); 3. Alice Flowers (Suz); 4. Tracy Yeargun (Hon); 5. Gayle Culpepper (Yam).
WMN AM: 1. Amber Henson (Hon); 2. Julie Schields (Hon); 3. Tabitha Freeman (Hon); 4. Tina Yarbrough (Hon); 5. Bonnie Lamb (Hon).
MINI EX: 1. Chris Abbott (Yam); 2. Bryan Miller (Kaw); 3. Matt Grubb (Kaw).
MINI AM: 1. Tyler Rawlings (Kaw); 2. Matthew Doughty (Kaw); 3. Paul Young (Suz); 4. Jeremy Johnston (Kaw); 5. Jason Flowers (Kaw).
BEG: 1. Casey Richards (Hon).

Hawk soars at Castle Rock TT

By Clay Light

CASTLE ROCK, WA, AUG. 29
Fourteen-year-old Kurt Hawk has won every AMA District 27 125cc main event he's entered this season and, despite heavy pressure from District Champion Dan Adkins and Californian Tony Miering at the Castle Rock Clubgrounds, Hawk ran away with his 16th 125cc AMA win. Adkins netted second ahead of Miering, followed by a close Jared St. Germaine, Nick McBride, Sean Light and Brad Smith.

National number 79 Russ Yamamoto dominated the Expert-class competition in the first race of the three-race weekend. Yamamoto, of Spokane, Washington, won his heat race and easily won the accompanying main event.

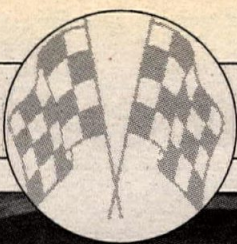
Kyle Bunger handily won the 80cc A main after shaking off Scooter Vernon and Miering. AMA National 80cc Champion Meiring couldn't catch Bunger after displacing Vernon, ending up second. Vernon, though, bounced back to win the 80cc DTX final where he beat Matt Gomez, Miering and Amy Pruczinski.

While a multitude of Californians participated in several attempts to dethrone the Northwest riders in many classes, the Northwest ruled in the end. Californians Toby Jorgensen and Matt Gomez Sr. tried to snap Beau Z. Brown's win streak, but the Castle Rock resident held up under pressure to beat Jorgensen, Gomez, Beers and Oregon's Beau A. Brown.

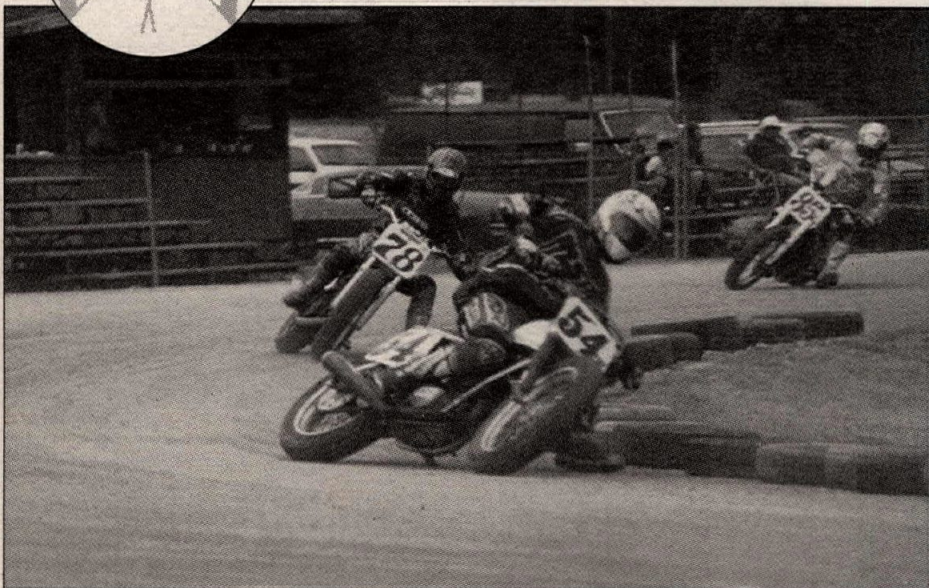
Lonnie Kopp and Yamamoto precisely timed the start of the Expert main event and put two identical Rotax machines into the spots ahead of veterans Del Schnitzer, Ron Waters and Troy Rose. Yamamoto, in his first appearance of the season here, got around Kopp on lap two and led to the finish. Schnitzer displaced Kopp for second after Kopp got a bit too sideways, followed by Waters, Rose and Chris Fitzhugh.

Results

- EX: 1. Rusty Yamamoto (Rtx); 2. Del Schnitzer (Rtx); 3. Lonnie Kopp (Rtx); 4. Ron Waters (Rtx); 5. Troy Rose (Rtx).
PRO-AM: 1. Christian Vernon (ATK); 2. Matt Gomez (Rtx); 3. Steve Arndt (Rtx); 4. Frank Marker (Yam); 5. Craig Bowman (Rtx).
OPEN A: 1. Beau Z. Brown (Rtx); 2. Toby Jorgensen (Rtx); 3. Matt Gomez (Rtx); 4. Eric Beers (Rtx); 5. Beau A. Brown (Rtx).



EVENTS



(Left) Speedy Kell (54) leads Don Wilson (78) during Expert qualifying at the Thurston County ORV Park short track near Olympia, Washington.

(Below left) Matt George took second in the Open Pro class on this 1975 Harley-Davidson XR750 at the 25th annual Blackhawk Antique Motorcycle Meet and Races in Davenport, Iowa.



active Camel Pro competitor Kenton Longcor winning both races he entered during the antique flat track races Friday evening.

Over 100 riders turned out for the races, which include classes for just about every kind of old bike. Longcor's wins came on a '48 Indian in the Pro Handshift class and a '74 Triumph in the Open Pro class.

Mike Lange's '21 H-D topped the Board Track class, which used a running start since the bikes don't have transmissions. These guys don't race as hard as some of the other classes because they are riding some very expensive and irreplaceable machinery.

Seventy-two-year-old Clifford Eckes took third in the Amateur Handshift class with his '46 H-D WR behind Leo Jovanovic and Jerry Chinn.

Vendors started arriving on Wednesday and the 550 spaces were all taken very quickly. This is the biggest antique meet in the United States and draws participants and vendors from all over the world. Everything from reproduction parts to new-old stock was available for every kind of bike, but Harley and Indian stuff was predominant.

Results

165 H-D: 1. Steve Thomas; 2. Hugh Fleming; 3. Bob Litten; 4. Scott Cooper; 5. Larry Anderson.
1. John Bova (H-D); 2. John Daniels (Bul); 3. Carl Forkey (H-D); 4. Tom Baker (H-D); 5. Jim Paden (H-D).
HDSHFT AM: 1. Leo Jovanovic (H-D); 2. Jerry Chinn (Ind); 3. Clifford Eckes (H-D); 4. Dennis Clark (H-D); 5. James Adams (Ind).
BD TRK: 1. Mike Lange (H-D); 2. Jim Wall (Ind); 3. John Chadwell (H-D); 4. Gene Baron (H-D); 5. George Quinn (H-D).
600: 1. Kevin Whitesides (Yam); 2. Robert Adams (Yam); 3. Jim George (Yam); 4. Bill Reimers (Bul); 5. Don Larue (Oss).
FTSHFT: 1. Dave Atherton (BSA); 2. George Wills (Tri); 3. Bob Litten (H-D); 4. Ron Atherton (Tri); 5. Randy Kersting (H-D).
OPEN TW AM: 1. Gary Horton (Tri); 2. Steve Boggs (Yam); 3. Dave Christianson (Tri); 4. Leo Jovanovic (Tri); 5. Mickey Hutcherson (Yam).
HDSHFT PRO: 1. Kenton Longcor (Ind); 2. George Wills (H-D); 3. Matt George (Ind); 4. Doug Goforth (Ind); 5. Freddy Pettis (H-D).
OPEN PRO: 1. Kenton Longcor (Tri); 2. Matt George (H-D); 3. Doug Goforth (H-D); 4. Mickey Greene (BSA); 5. Charles Southgate (GTR).

Fay leads way at Castle Rock TT

By Clay Light

CASTLE ROCK, WA, AUG. 31

Mickey Fay picked the perfect time to showcase his TT prowess and post a strong performance en route to a win in the Expert main event at the Castle Rock Clubgrounds TT. Fay's win came one week prior to the running of the Castle Rock TT 600cc National.

Steve Arndt, riding the ex-Mickey Fay GNC Rotax, swept the evening's Pro-Am program, winning his heat race, the Dash for Cash and the accompanying main event. Arndt, of Boise, Idaho, grabbed the lead at the start of the final and was never headed.

Christian Vernon challenged him on several occasions, but Arndt held on for a win with Vernon second in a crash-marred race that took out Bob Moran and Craig Bowman. Matt Gomez was third.

Fay won one of the four Expert heat races; the other wins went to Don Wilson, Rex Fisher and Jeff Annen. Californian Andy Tresser won the Expert semi to complete the 112-rider field for the main.

The heat winners battled for the \$270 first-place money in the Expert Dash for Cash, but in the end it was Fay getting the win over Wilson and Annen.

Fay was back out front in the Experts' 15-lap final, leading from start to finish. Fay rode uncontested until a battle between Annen and Tresser brought them close to Fay. While neither could relegate Fay back a notch, Annen held off Tresser's charges to take second. Tresser, Speedy Kell, Russ Yamamoto and Wilson followed.

Yamaha-mounted Eric Wersler, one of a horde of Californians on hand, won the Vintage Twin class. The win didn't come easy as Oregon's Steve Kendig - who muscled his 750cc Triumph around Castle Rock for many years as a Junior in the 1980s - challenged his every move.

Kendig was second ahead of the district's number-one Mike Harritt.

Former national number holder Ricky Henson had an impressive night after coming out of retirement. Henson won the 30+ final and finished second to Beau Z. Brown in the Open A main.

Results

EX: 1. Mickey Fay (Rtx); 2. Jeff Annen (Rtx); 3. Andy Tresser (Rtx); 4. Speedy Kell (Rtx); 5. Russ Yamamoto (Rtx).
PRO/AM: 1. Steve Arndt (Rtx); 2. Christian Vernon (ATK); 3. Matt Gomez (Rtx).
OPEN A: 1. Beau Z. Brown (Rtx); 2. Ricky Henson (Hon); 3. Matt Gomez (Rtx); 4. Toby Jorgensen (Rtx); 5. Beau A. Brown (Rtx).
250 A: 1. Eric Beers (Hon); 2. Matt Gomez (Hon); 3. Robert Rosie (Suz).
125 A: 1. Kurt Hawk (Hon); 2. Dan Adkins (Hon); 3. Tony Miering (Hon).
80 DTX: 1. Scooter Vernon (Hon); 2. Tony Miering (Hon); 3. Matt Gomez (Hon).
80 A: 1. Scooter Vernon (Hon); 2. Tony Miering (Hon); 3. Kyle Bunker (Hon).
60 A: 1. Nick Sellers (Kaw); 2. Kevin Bunker (Kaw); 3. Timmy Haycock (Kaw).
50 JR: 1. Roby Haycock (LEM); 2. Brent Schnitzer (LEM); 3. Dustin Pruczinski (KTM).
30+ OPEN: 1. Ricky Henson (Hon); 2. Allen Morinville (Rtx); 3. Nick McBride (Yam).
30+ 250: 1. Robert Rosie (Suz); 2. Dan Kirk (Hon); 3. Todd Hill (Yam).
40+ A: 1. Dan Kirk (Hon); 2. Allen Morinville (Rtx); 3. Vince Holt (Rtx).
VINT TW: 1. Eric Wersler (Yam); 2. Steve Kendig (Tri); 3. Mike Harritt (Yam).

Luca plows through Snowdrift Enduro

By Kern Burden

REXTON, MI, AUG. 24

Scott Luca took round five of the AMA District 14 Enduro Series by winning the second annual Snowdrift Enduro. Luca edged out fellow KTM rider Alan Randt as the duo continued their seesaw battle for the series title.

Ron Scharphorn on another KTM stayed with the lead twosome, ready to pounce on any mistake, but one never came. Don Metz and Aaron Parth, both also astride the Austrian marques, rounded out the top five for the AA riders.

The Chippewa Trail Riders used the dense forest of Michigan's Upper Peninsula to lay out a rugged, challenging course that took 35 points from AA Grand Champion Luca and left many B and C riders struggling to stay on their hour.

Few had any problems with the first section, arriving at the first gas stop in good shape. The second section would wipe the smiles off the racers' faces. The length of the section, combined with the fact that it was run on narrow, gnarly single-track, took points from the best. The canopy of leaves that blocked out the sun literally kept the racers in the dark.

Two resets in the section put the fast boys back on time, but most B and C riders had to ride right through in an effort to stay on their hour. For these riders, from the midpoint on it became a survival test.

Loop three brought the racers back to the start by reversing loop one. The B and C riders' race came to an end here at 105 miles. The AA and A riders took a right turn back into the woods for a fourth loop that would give Luca the win. He had just enough speed left to take the section and the race, while for many, just finishing was an accomplishment to be proud of.

Results

GRND CHMPN: Scott Luca (KTM).
H-PT AA: Alan Randt (KTM).
H-PT A: Steve Maclean (Kaw).
H-PT B: Paul Zalac (KTM).
H-PT C: Phil Bauduc (KTM).
AA: 1. Ron Scharphorn (KTM); 2. Don Metz (KTM); 3. Aaron Barth (KTM); 4. Rod Benjamin (Hon).
200 A: 1. Robert Cook (Suz); 2. Corey Parlin (Yam); 3. Jessy Hintz (Kaw); 4. Chad Mills (Hon); 5. Tom Ederer (KTM).
250 A: 1. David Lipovsky Jr. (KTM); 2. Blair Bersano (KTM); 3. Steve Vollmar (Suz); 4. Brian Marr (Hon); 5. Jamie Lipovsky (KTM).
OPEN A: 1. Jon Love (KTM); 2. Todd Weaver (KTM); 3. David Kyle (KTM); 4. Kirk Tolley (KTM); 5. Steve Bacon (Hon).
4-STRK A: 1. Doug Hodge (Hon).
VET A: 1. Rob Howerly (KTM); 2. Rich Scharphorn (KTM); 3. Vis Fegel (Kaw); 4. Scott Curtis (Kaw); 5. Dennis Skolas (KTM).
SR A: 1. Bob Nichols (KTM); 2. Don Trucks (Yam); 3. Steve Luaha (KTM); 4. David Lipovsky (KTM); 5. Larry Brown (KTM).
200 A: 1. Roger Stevens (Kaw).
250 A: 1. Mike Grimm (Hon); 2. Scott Burnham (Yam); 3. Tom Jonckheere (KTM); 4. Derek Alberson (KTM).
OPEN B: 1. David Krick (KTM); 2. Mike Drozdowski (KTM); 3. James Payne (KTM); 4. Ken Beesley (KTM).
4-STRK B: 1. Brian Light (Hon); 2. Jerry Weldy (Hon); 3. Kern Burden (KTM); 4. Paul Yelle (Hon); 5. Darrin Beattie (Hus).
VET B: 1. Randy Hackett (KTM); 2. Doug Hamilton (Suz); 3. Anthony Cogdill (Hon); 4. Steve Prochnow (KTM).
SR B: 1. Gordon Bukowski (Yam); 2. Larry Hekman (KTM); 3. Jim Miller (KTM); 4. Jerry Peckel (KTM); 5. Joe Daugherty (Hon).
S/R: 1. Carl Scharphorn (KTM); 2. Marc Neiner (Kaw); 3. Neil Scharphorn (KTM); 4. Harold Hall (KTM); 5. Per Lillemoen (Suz).
WMN: 1. Katie Campbell.
200 C: 1. Lance Larson (Kaw); 2. Steve Combs (Kaw); 3. Duane Lehoine (Kaw); 4. Brad Benjamin (Kaw); 5. Ken Contois (Kaw).
250 C: 1. George Kasza (KTM); 2. Shawn Denman (KTM); 3. Jason Roerig (KTM); 4. Ken Vanderlaan (Hon); 5. Art Hoffmeyer (KTM).
OPEN C: 1. Richard Laughlin (KTM); 2. Glenn Carey (Hon); 3. John Raleigh (KTM).

250 A: 1. Eric Beers (Hon); 2. Matt Gomez (Hon); 3. Robert Rosie (Suz); 4. Todd Hill (Yam); 5. Nicky McBride (Hon).
125 A: 1. Kurt Hawk (Hon); 2. Dan Adkins (Hon); 3. Tony Miering (Hon); 4. Jared St. Jermaine (Hon); 5. Nicky McBride (Hon).
80 A: 1. Kyle Bunker (Hon); 2. Tony Miering (Hon); 3. Scooter Vernon (Hon); 4. Kyle Ragsdale (Hon); 5. Amy Pruczinski (Suz).
80 DTX: 1. Scooter Vernon (Hon); 2. Matt Gomez (Hon); 3. Tony Miering (Hon); 4. Amy Pruczinski (Suz); 5. Kyle Ragsdale (Hon).
60 A: 1. Kevin Bunker (Kaw); 2. Nick Sellers (Kaw); 3. Timmy Haycock (Kaw).
50 JR: 1. Roby Haycock (LEM); 2. Brenton Schnitzer (LEM); 3. Dustin Pruczinski (KTM).
40+ A: 1. Dan Kirk (Hon); 2. Vince Holt (Rtx); 3. Dick Slusher (Tri); 4. Allan Morinville (Rtx); 5. Gary Beach (Tri).

Annen attacks at Olympia Short Track

By Clay Light

OLYMPIA, WA, AUG. 25

Jeff Annen, who like all of the other Northwest Experts has enjoyed touring AMA Grand National rider Dan Stanley's absence this summer, posted yet another win during the AMA District 27 dirt track competition at Thurston County ORV Park.

Another rider enjoying a successful season thus far has been Amateur rider Joe Lenz, a consistent top-three finisher, who beat fellow front-runners Brian McGonigal and Eric Beers for a 250cc A main win at the seventh round of the Northwest Dealer's Championship series.

A pileup involving four of the top five riders in the A main brought action to an end. Lenz got around McGonigal shortly after the restart and was never challenged. Beers finished third, followed by Charles Christin, Phil Scott and Ed Bushnell, who rounded out the top six.

Chris Fitzhugh challenged Don Wilson's every move in the first of two Expert qualifiers. Although Fitzhugh couldn't find a way around Wilson, he did give it all he and his Rotax could muster.

Steve Pruczinski had Rex Fisher and Jeff Annen hounding him in the second heat, but the second-year Expert couldn't hold off Fisher, Annen and Eli Price, the top three transfers.

Wilson was the leader of the Expert main event for three laps. That's when Annen bolted

to the head of the pack, and from that point, he held the lead to the finish. Wilson maintained second for the duration, but it was Speedy Kell's charge that netted him third after a valiant ride.

Fisher, who rode in fourth on the last lap, saw his fine ride come to an end after a crash. This moved Fitzhugh into fourth ahead of Price at the finish.

Christian Vernon, riding a borrowed Rotax, took the lead in the Pro-Am final and never relinquished it. Randy Patterson, who has been impressive lately, finished second to Vernon, but ahead of Mark Patterson, Lee Jensen and Dan Kimbel.

Results

EX: 1. Jeff Annen (Rtx); 2. Don Wilson (Rtx); 3. Speedy Kell (Rtx); 4. Chris Fitzhugh (Rtx); 5. Eli Price (Rtx).
PRO-AM: 1. Christian Vernon (Rtx); 2. Randy Patterson (Rtx); 3. Mark Patterson (Yam); 4. Lee Jensen (Rtx); 5. Dan Kimbel (Yam).
OPEN A: 1. Keith Anderson; 2. Nick McBride (Yam); 3. George Prindiville (Hon).
250 A: 1. Joe Lenz (Hon); 2. Brian McGonigal (Yam); 3. Eric Beers (Hon); 4. Charles Christin (Yam); 5. Phil Scott (Hon).
125 A: 1. Kurt Hawk (Hon); 2. Nicky McBride (Hon); 3. Brad Smith (Kaw); 4. Jason Rosie (Hon); 5. Sean Light (Hon).
80 A: 1. Jake Holden (Hon); 2. Kyle Bunker (Hon); 3. Nick Sellers (Suz); 4. Timmy Ricketts (Hon); 5. Jerry Hansen (Hon).
80 DTX: 1. Scooter Vernon (Hon); 2. Michael Rochester (Kaw); 3. Jerry Hansen (Hon); 4. Amy Pruczinski (Suz); 5. Timmy Ricketts (Hon).
60 A: 1. Michael Rochester (Kaw); 2. Nick Sellers (Kaw); 3. Kevin Bunker (Kaw); 4. Andy Fay (Kaw); 5. Eric DeBoer (Kaw).
50 SR: 1. Josh Baker; 2. Tyler Thompson; 3. Michael Johnson.
50 JR: 1. Justin MacMillan; 2. Roby Haycock; 3. Doug Rochester.
40+ A: 1. Dan Kimbel (Yam); 2. Mike Annen (Hon); 3. Chuck Hodson (Tri); 4. Lee Jensen (Rtx); 5. Steve Power (Rtx).
30+ D-1: 1. Dan Kimbel (Yam); 2. Nick McBride (Yam); 3. Steve Powers (Rtx).
30+ D-2: 1. Bob Moran (Yam); 2. Tim Williams (Yam); 3. Kenny McCann (Yam).
250 B: 1. Brian Schlitt (Yam); 2. Bryon Dotson (Bul); 3. Brian Paul (Hon); 4. Laurie Bushnell (C-A).

Longcor blasts Blackhawk Flat Track

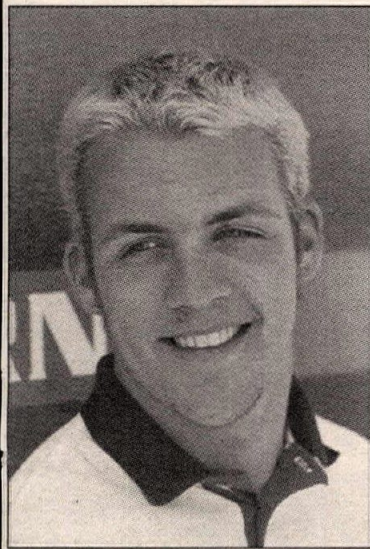
By Bob Bicking
Photo by Dan Mahony

DAVENPORT, IA, AUG. 30-SEPT. 1

The Chief Blackhawk Chapter of the Antique Motorcycle Club of America held its 25th annual meet at the Mississippi Valley Fairgrounds, with

1996 Championship Point Standings

LEADERBOARD



MATT WAIT

ROAD RACING

500cc WORLD CHAMPIONSHIP

(After 13 of 15 rounds)

1. Michael Doohan (Hon), Australia	(276/7 wins)
2. Alex Criville (Hon), Spain	(215/2 wins)
3. Luca Cadalora (Hon), Italy	(149/2 wins)
4. Alexandre Barros (Hon), Brazil	(134)
5. Norifumi Abe (Yam), Japan	(132/1 win)
6. Scott Russell (Suz), Alpharetta, GA	(126)
7. Tadayuki Okada (Hon), Japan	(104)
8. Carlos Checa (Hon), Spain	(95)
9. Jean-Michel Bayle (Yam), France	(90)
10. Alberto Puig (Hon), Spain	(87)

250cc WORLD CHAMPIONSHIP

(After 13 of 15 rounds)

1. Max Biaggi (Apr), Italy	(249/8 wins)
2. Ralf Waldmann (Hon), Germany	(228/4 wins)
3. Oliver Jacque (Hon), France	(152)
4. Jurgen Fuchs (Hon), Germany	(147)
5. Luis d'Antin (Hon), Spain	(121)
6. Tohru Ukawa (Hon), Japan	(116)
7. Tetsuya Harada (Yam), Japan	(104/1 win)
8. Nobuatsu Aoki (Hon), Japan	(96)
9. J.P. Ruggia (Hon), France	(70)
10. Luca Boscuro (Apr), Italy	(55)

125cc WORLD CHAMPIONSHIP

(After 13 of 15 rounds)

1. Haruchika Aoki (Hon), Japan	(175/1 win)
2. Masaki Tokudome (Apr), Italy	(161/4 wins)
3. Tomomi Manako (Hon), Japan	(160/1 win)
4. Emilio Alzamora (Apr), Italy	(138/1 win)
5. Stefano Perugini (Apr), Italy	(121/3 wins)
6. Valentino Rossi (Apr), Italy	(109/1 win)
7. Noboru Ueda (Hon), Japan	(108)
8. Kazuto Sakata (Apr), Japan	(108)
9. Jorge Martinez (Apr), Spain	(105)
10. Ivan Goi (Hon), Germany	(99/1 win)

WORLD SUPERBIKE CHAMPIONSHIP

(After 10 of 12 rounds)

1. Aaron Slight (Hon), New Zealand	(310/1 win)
2. Troy Corser (Duc), Australia	(303/5 wins)
3. Carl Fogarty (Hon), Great Britain	(288/4 wins)
4. John Kocinski (Duc), Modesto, CA	(281/5 wins)
5. Pier-Francesco Chili (Duc), Italy	(208/2 win)
6. Colin Edwards II (Yam), Conroe, TX	(176)
7. Simon Crafer (Kaw), New Zealand	(149)
8. Wataru Yoshikawa (Yam), Japan	(123/1 win)
9. Anthony Gobert (Kaw), Australia	(117/1 win)
10. Neil Hodgson (Duc), Great Britain	(102)

AMA SUPERBIKE SERIES

(After 9 of 10 rounds)

1. Miguel Duhamel (Hon), Canada	(252/4 wins)
2. Doug Chandler (Kaw), Salinas, CA	(250/1 win)
3. Tom Kipp (Yam), Chardon, OH	(236)
4. Matt Miladin (Suz), Australia	(225)
5. Pascal Picotte (Suz), Canada	(222/1 win)

6. Aaron Yates (Suz), Milledgeville, GA	(181/1 win)
7. Larry Pegram (Duc), Baltimore, OH	(173)
8. Shawn Higbee (Duc), Redondo Beach, CA	(163)
9. Thomas Wilson (H-D), Oregon, OH	(153)
10. Steve Crevier (Hon), Canada	(149)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 10 of 11 rounds)

1. Miguel Duhamel (Hon), Canada	(332/5 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL	(295/1 win)
3. Ben Bostrom (Hon), Redondo Beach, CA	(261)
4. Doug Toland (Hon), Buena Park, CA	(248)
5. Gerald Rothman Jr. (Hon), Manchester, CT	(246)
6. Andrew Stroud (Hon), New Zealand	(238/1 win)
7. Matt Wait (Hon), Lodi, CA	(206)
8. Mike Smith (Kaw), Canton, GA	(193/1 win)
9. Steve Crevier (Hon), Canada	(179)
10. Jason Pridmore (Kaw), Ventura, CA	(161)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 9 of 10 rounds)

1. Aaron Yates (Suz), Milledgeville, GA	(302/5 wins)
2. Pascal Picotte (Suz), Canada	(300/4 wins)
3. Mark McDaniel (Suz), Santa Rosa, CA	(253)
4. Michael Barnes (Suz), Boca Raton, FL	(248)
5. Mark Miller (Suz), Long Beach, CA	(213)
6. Jim Leslie (Suz), Ridgefield, CT	(197)
7. Mark Black (Suz), Austin, TX	(171)
8. James Randolph (Suz), Santa Rosa, CA	(149)
9. Jason Pridmore (Kaw), Ventura, CA	(112)
10. Frank Wilson (Suz), Canada	(131)

AMA 250cc GRAND PRIX SERIES

(After 9 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA	(324/9 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA	(262)
3. Kristian Kaas (Yam), Paramount, CA	(257)
4. Mark Foster (Yam), San Juan Capistrano, CA	(229)
5. Bobby Keith (Yam), Redwood City, CA	(195)
6. Perry Melneicuc (Hon), Lehigh Acres, FL	(194)
7. Cliff Tolley (Yam), Long Beach, CA	(182)
8. John France (Hon), Melbourne, FL	(167)
9. Roland Sands (Yam), Long Beach, CA	(167)
10. Jason Roth (Yam), Dublin, CA	(154)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES

(After 10 of 11 rounds)

1. Ben Bostrom, Redondo Beach, CA	(316/5 wins)
2. Matt Wait, Lodi, CA	(315/4)
3. Dave Estok, Daytona Beach, FL	(259/1 win)
4. Mark Black, Austin, TX	(212)
5. Hikaru Miyagi, Newport Beach, CA	(198)
6. Brian Gibbs, Stockbridge, GA	(181)
7. Nate Wait, Lodi, CA	(175)
8. Eric Bostrom, Marina Del Rey, CA	(172)
9. Daigoro Suzuki, Brea, CA	(172)
10. Lance Jones, St. Louis, MO	(155)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES

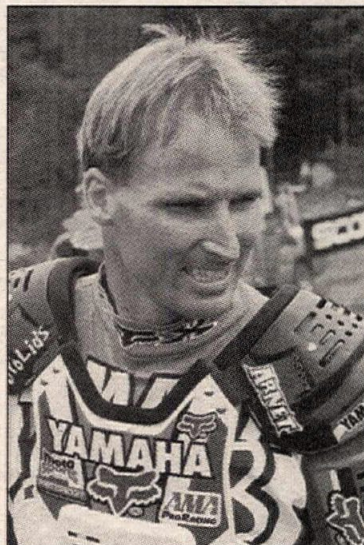
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA	(372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA	(240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA	(215)
4. Ryan Hughes (Kaw), Escondido, CA	(202)
5. Phil Lawrence (Kaw), Menifee, CA	(202)
6. Mike LaRocco (Suz), South Bend, IN	(200)
7. Damon Bradshaw (Yam), Mooresville, NC	(187)
8. Larry Ward (Hon), Florence, SC	(178)
9. Damon Huffman (Kaw), Acton, CA	(172)
10. Brian Swink (Hon), Reddick, FL	(156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France	(232/6 wins)
2. John Dowd (Yam), Chicopee, MA	(207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN	(162)
4. Scott Sheak (Suz), Hudson, NY	(137)



JOHN DOWD

10. Shaun Perolio (Kaw), Tampa, FL	(79)
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AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA	(170/6 wins)
2. James Dobb (Suz), Corona, CA	(127)
3. Kim Ashkenazi (Hon), Australia	(99)
4. Greg Schnell (Suz), Cucamonga, CA	(97)
5. Mike Brandes (Suz), Ukiah, CA	(89)
6. Casey Johnson (Kaw), Hesperia, CA	(85)
7. Pedro Gonzalez (Hon), Mexico	(73)
8. Jeff Willoh (Hon), Glendale, CA	(58/1 win)
9. David Pingree (Kaw), Menifee, CA	(52)
10. David Vuillemin (Kaw), France	(45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES

(After 13 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA	(566/4 wins)
2. Jeremy McGrath (Hon), Canyon Lake, CA	(556/7 wins)
3. Mike LaRocco (Suz), South Bend, IN	(428/1 win)
4. Greg Albertyn (Suz), Corona, CA	(403/1 win)
5. Larry Ward (Hon), Florence, SC	(350)
6. Kyle Lewis (Yam), Rosamond, CA	(306)
7. Brian Swink (Hon), Reddick, FL	(300)
8. Ryan Hughes (Kaw), Escondido, CA	(297)
9. Damon Bradshaw (Yam), Mooresville, NC	(297)
10. Jimmy Button (Yam), Phoenix, AZ	(272)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES

(After 13 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA	(584/9 wins)
2. Kevin Windham (Yam), Baton Rouge, LA	(455/4 wins)
3. John Dowd (Yam), Chicopee, MA	(439)
4. Buddy Antunez (Kaw), Moreno Valley, CA	(301)
5. Mike Craig (Hon), Lakeside, CA	(299)
6. Tim Ferry (Suz), Palm Harbor, FL	(271)
7. Ezra Lusk (Suz), Bainbridge, Ga	(259)
8. Robbie Reynard (Hon), Norman, OK	(244)
9. Chad Pederson (Kaw), Fort Dodge, IA	(244)
10. James Dobb (Suz), Corona, CA	(243)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 18 of 21 rounds)

1. Scott Parker (H-D), Swartz Creek, MI	(244/4 wins)
2. Kevin Atherton (H-D), White Pigeon, MI	(237/4 wins)
3. Will Davis (H-D), Goldsboro, NC	(225/3 wins)
4. Rich King (Hon), Waterloo, IA	(210/1 win)
5. Joe Kopp (H-D), Mica, WA	(210)
6. Steve Morehead (H-D), Findlay, OH	(203/1 win)
7. Dave Camlin (H-D), Rock Island, IL	(158/2 wins)
8. Kevin Varnes (Hon), Pottstown, PA	(152)
9. Brett Landes (Hon), Los Gatos, CA	(115)

10. Jay Springsteen (H-D), Lapeer, MI	(104)
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AMA 883cc NATIONAL CHAMPIONSHIP SERIES

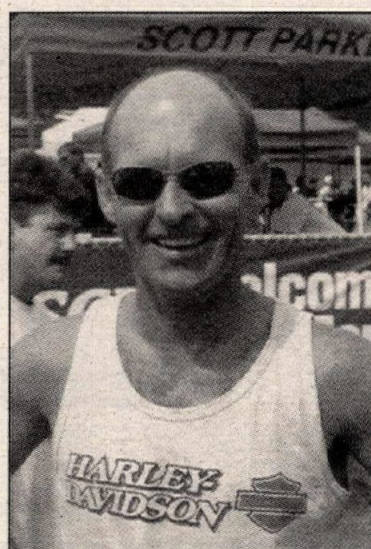
(After 8 of 11 Rounds)

1. Georgie Price IV (H-D), Sicklerville, NJ	(113/1 win)
2. J.R. Schnabel (H-D), West Bend, WI	(92/1 win)
3. Eric Bostrum (H-D), Marina Del Ray, CA	(90/2 wins)
4. Mike Hacker (H-D), Prince George, VA	(90/2 wins)
5. Jess Roeder (H-D), Monroeville, OH	(76/1 win)
6. Jason Fletcher (H-D), Gaylordsville, CT	(72)
7. Robert Miller (H-D), New Holland, PA	(64)
8. Scott Stump (H-D), Marion, OH	(61)
9. Nate Wait (H-D), Lodi, CA	(57)
10. Jay Springsteen (H-D), Lapeer, MI	(51)

AMA 600cc NATIONAL CHAMPIONSHIP SERIES

(After 3 of 3 rounds)

1. Brett Landes (Rtx), Los Gatos, CA	(46)
2. Andy Tresser (W-R), Redwood City, CA	(42/1 win)
3. Dan Stanley (Rtx), Bellingham, WA	(29)
4. Mickey Fay (Rtx), Spanaway, WA	(28)
5. Davey Camlin (Rtx), Rock Island, IL	(26)
6. Kevin Varnes (Rtx), Pottstown, PA	(23/1 win)
7. Steve Morehead (Rtx), Findlay, OH	(23/1 win)
8. Georgie Price IV (Rtx), Sicklerville, NJ	(23)
9. Charlie Orr (Rtx), Dallas, TX	(23)



STEVE MOREHEAD

SPEEDWAY WORLD INDIVIDUAL CHAMPIONSHIP SERIES

(After 5 of 6 rounds)

1. Hans Nielsen (Jaw), Denmark	(97/2 wins)
2. Billy Hamill (GM), Monrovia, CA	(88/1 win)
3. Tony Rickardsson (Jaw), Sweden	(75)
4. Greg Hancock (GM), Costa Mesa, CA	(70)
5. Henrik Gustafsson (GM), Sweden	(67)
6. Peter Karlson (GM), Denmark	(50)
7. Chris Louis (GM), Great Britain	(45)
8. Tomasz Gallob (Jaw), Poland	(43)
9. Tommy Knudsen (GM), Denmark	(42/1 win)
10. Jason Crump (GM), Australia	(39/1 win)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 7 of 9 rounds)

1. Randy Hawkins (Suz), Travelers Rest, SC	(170/4 wins)
2. Michael Lafferty (KTM), Millville, NJ	(141)
3. Ty Davis (Kaw), Hesperia, CA	(137/3 wins)
4. Kevin Hines (CRE), East Wareham, MA	(86)
5. Steve Hatch (Suz), Ithaca, NY	(73)
6. Matt Stavish (KTM), Blaine, MN	(69)
7. Kevin Bennett (Kaw), Millville, NJ	(62)
8. Tim Taber (Hon), Moline, IL	(53)
9. Kelly Getz (Kaw), Edinburg, IL	(48)
10. Kelby Pepper (Kaw), Center, CO	(40)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 5 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA	(124/2 win)
2. Paul Krause (Kaw), Irvine, CA	(92)
3. Ty Davis (Kaw), Hesperia, CA	(90/3 wins)

4. Jeff Capt (Hon), Glendora, CA	(75)
5. Johnny Campbell (Hon), San Juan Capistrano, CA	(73)
6. Donnie Book (Kaw), Gypsum, CO	(69)
7. Destry Abbott (KTM), Phoenix, AZ	(65)
8. Abe Baumann (Kaw), Garden Grove, CA	(54)
9. Jim Gray (KTM), Gunnison, CO	(41)
10. Steve Hengeveld (Kaw), Phelan, CA	(39)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 5 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA	(121/2 wins)
2. Jason Dahners (KTM), Redmond, WA	(83)
3. Steve Hatch (Suz), Ithaca, NY	(75)
4. Scott Plessinger (KTM), Hamilton, OH	(51/1 win)
5. Eric Mashbir (Hon), Oakland, CA	(41)
6. Brian Garrahan (Kaw), Boulder Creek, CA	(39)
7. Duane Conner (Yam), Washington, PA	(39)
8. Cole Marshall (Hon), Boulder Creek, CA	(38)
9. Randy Hawkins (Suz), Travelers Rest, SC	(37)
10. Ty Davis (Kaw), Hesperia, CA	(30/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 8 of 12 rounds)

1. Steve Hatch (Suz), Ithaca, NY	(147/2 wins)
2. Scott Summers (Hon), Petersburg, KY	(131/4 wins)
3. Scott Plessinger (KTM), Hamilton, OH	(129/1 win)
4. Duane Conner (Yam), Washington, PA	(116)
5. Randy Hawkins (Suz), Travelers Rest, SC	(109)
6. Fred Andrews (Yam), Salem, OH	(102/1 win)
7. Rodney Smith (Suz), Oakley, CA	(83)
8. Frank Keegan (Yam), Canonsburg, PA	(91)
9. Gene Onal (Kaw), The Plains, OH	(89)
10. Doug Blackwell (Yam), Parkersburg, WV	(80)

AMA/NATC National Trials Series

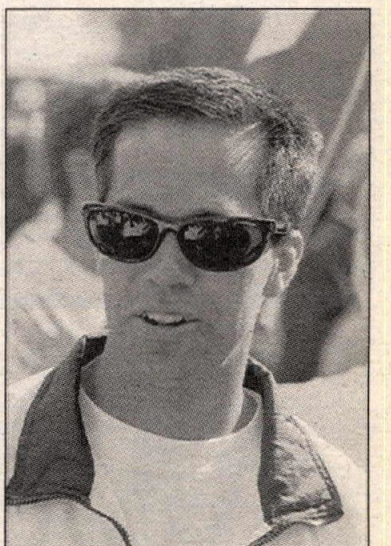
(After 7 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT	(189/5 wins)
2. Ryan Young (G-G), Lexington, KY	(173/1 win)
3. Raymond Peters (Sco), Moreland, NY	(125)
4. Jess Kempkes (G-G), Lincoln, NE	(121)
5. Mark Manniko (G-G), Aurora, CO	(115/1 win)
6. Lonny Halsted (Bet), Clackamas, OR	(104)
7. Ryon Bell (G-G), Canada	(98)
8. Matt Moore (G-G), Sapulpa, OK	(96)
9. Dennis Sweeten (Bet), Salem, OR	(83)
10. John Clark (G-G)	(54)

World Championship Observed Trials Series

(After 10 of 10 rounds)

1. Marc Colomer (Mon), Spain	(179/5 wins)
2. Dougie Lampkin (Bet), Great Britain	(162/2 wins)
3. Jordi Tarres (G-G), Spain	(156/3 wins)
4. Kenichi Kuroyama (Bet), Japan	(120)
5. Bruno Camozzi (G-G), Italy	(94)
6. Amos Bilbao (G-G), Spain	(69)
7. Takahisa Fujinami (Hon), Japan	(67)
8. Tommi Ahvala (Fan), Finland	(67)
9. Graham Jarvis (Sco), Great Britain	(55)
10. Marcel Justribo (Bet), Spain	(53)



RANDY HAWKINS

I-40 MOTOCROSS



presents
the

VOLUNTEER CHAMPIONSHIP SERIES SEASON FINALE

SATURDAY NIGHT, OCTOBER 5

\$5,000 PRO PURSE

Guaranteed - Per Moto

125cc Pro	250cc PRO	25+ VET PRO
1st = \$325	1st = \$325	1st = \$125
2nd = \$200	2nd = \$200	2nd = \$75
3rd = \$100	3rd = \$100	3rd = \$60
4th = \$90	4th = \$90	4th = \$50
5th = \$80	5th = \$80	5th = \$40
6th = \$70	6th = \$70	6th = \$30
7th = \$60	7th = \$60	7th = \$20
8th = \$50	8th = \$50	8th = \$10
9th = \$40	9th = \$40	
10th = \$30	10th = \$30	

PRICES & TIMES

Admission	Entry Fees
Adults \$10.00	Amateurs \$20.00
Children (6-11) \$5.00	Pros \$60.00
	Vet Pros \$50.00

Gates Open : 2:30 p.m. • Sign-Up: 3-6 p.m.
Practice 4:30 pm • Racing 7:00 pm sharp!

REMAINING I-40 EVENTS

October 5★	October 12	October 19-off
	October 26	
	Sunday Day Races	
	November 3 & November 10	

DIRECTIONS

Exit #364 off Interstate 40
10 minutes West of Knoxville, Tennessee
FOLLOW SIGNS

DUNLOP DAY!

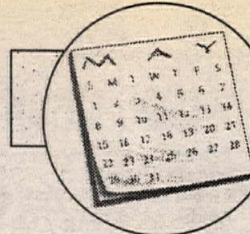
- All class winners receive a Dunlop Tire.
- Large Championship Trophies awarded thru 5th place
- Overall Series winners will receive their awards at the Banquet in November.



- B-K Motorcycle Service
Wartburg, TN
- Lansford Kawasaki, Husaberg
Crossville, TN
- J's ATV, Cycle & Ski - Coalfield, TN

FOR MORE INFORMATION

423-986-1617
423-966-3546



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike

Championship Series

10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Championship

Individual Speedway Series

9/21 Vojens, Denmark, Rnd 6
World Sidecar Cross Grand Prix
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations

9/22 Jerez, Spain

AMA 14th Annual State

Motocross Championship Gold Cup Series

9/22 Gainesville, Florida
9/29 Dade City, Florida
10/6 Ocala, Florida
10/13 Dade City, Florida
10/20 Ocala, Florida
10/27 Gainesville, Florida
Info World Sports 813/578-1776

AMA 25th Annual Winter National Olympics, Gatorback Cycle Park

11/25 Gainesville, Florida
11/26-27 Gainesville, Florida
11/28-29 Gainesville, Florida
11/30 Gainesville, Florida

Info World Sports 813/578-1776

AMA Grand Nat'l C'ship Series

9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series

9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Fall Classic and Eastern National Four-Stroke

Motocross Series

9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series

10/4-6 Las Vegas, NV, Rnd 10

North American Sport Bike Series

10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series

10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series

10/18 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series

9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series

9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series

10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series

9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series

9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/ Dunlop/Acerbis/Braking Grand

National Cross Country Series

9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series

10/8-10 Baja California, Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series

9/21 Omaha, NE, Rnd 8
9/22 Kansas City, MO, Rnd 9

Championship Cup Series

Florida Region
12/1 Homestead, FL

Great Plains Region

9/21-22 Rockton, IN

Mid-West Region

9/21-22 Rockton, IL

Northeast Region

10/4-5 Loudon, NH

Southwest Region

9/21-22 Phoenix, AZ

11/9-10 Las Vegas, NV

11/30-12/1 Phoenix, AZ

Southeast Region

9/28-29 Faulkville, GA

North Central Region

9/28-29 Mount Meridian, IN

Northeast Region

10/5-6 Summit Point, WV

Mid-Central Region

9/28-29 Mount Meridian, IN

WERA National Challenge Series

9/20-22 College Station, TX, Rnd 9

10/9-13 Braselton, GA, Final

WERA National Endurance Series

9/21 College Station, TX, Rnd 9

10/11 Braselton, GA, Final

WERA Vintage Series

9/28 Faulkville, GA, Rnd 26

10/5 Summit Point, WV, Rnd 27

10/9-10 Braselton, GA, Final

Info 407/831-7736

AHRMA Historic Cup Series

10/4-6 Talladega, AL

Info 715/842-9699

AHRMA SOS/BOT/BEARS Series

10/4-6 Talladega, AL

Info 715/842-9699

AHRMA Vintage Iron National MX Series

10/20 Hollister, CA

Info 715/842-9699

AHRMA Speed & Sport Trials Series

10/12 White City, IL

10/19 Hollister, CA

Info 715/842-9699

AHRMA Regional MX Series

9/21 Millington, MI

10/5 Des Moines, IA

10/19 Casey, IL

Info 414/684-4331

AHRMA Western Regional MX Series

9/29 Fernley, NV

10/13 Carlsbad, CA

11/3 Tulare, CA

Info 408/663-4014

AHRMA Western Regional Dirt Track Series

10/10 Del Mar, CA, Rnd 9

10/11 Ramona, CA, Rnd 10

10/26-27 Tulare, CA, Rnds 11 & 12

Info 818/992-5343

NETRA Championship Enduro Series

9/29 Wretham, MA

10/6 Adams, MA

10/20 Chester, CT

11/3 Stafford, CT

NETRA Championship Hare Scrambles Series

9/22 W. Greenwich, RI

10/13 Assonet, MA

10/27 Alton, NH

11/10 Cheshire County, NH

NETRA Turkey Run Series

10/13 Wichendon, MA

10/27 Central Village, CT

NETRA Championship Junior Enduro Series

9/28 Brimfield, MA
10/12 Assonet, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series

9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series

10/6 Jamison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series

10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series

10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit

9/22 Henryetta, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit

10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series

TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series

9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series

9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series

10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series

10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series

9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series

9/22 Berthoud, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series

10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

Mid-Atlantic Vintage Trials Series

10/6 Toughkenamon, PA
Info 410/775-7209

U.S. Central Trials Regionals

9/28-29 Muenster, TX, Round 1
10/19-20 Tulsa, OK, Round 2
11/2-3 Wichita, KS, Round 3
11/16-17 Pampa, TX, Round 4
Info 918/224-0020

Yamaha Sunshine State Championship MX Series

9/22 Dade City, FL
Info 407/333-2356

Florida Mini-Cycle Championship Series

9/21 Orlando, FL

Central Florida M/C Dealers Series

9/21 Orlando, FL

Coors LIGHT US NATIONAL CHAMPIONSHIP SPEEDWAY

FEATURING:

Greg Hancock, Billy Hamill, Mike Faria, Bobby Schwartz, Brad Oxley, Steve Lucero, Gary Hicks, Robert Pfitzing, Shawn McConnell, Bart Bast, Andy Northrup and More

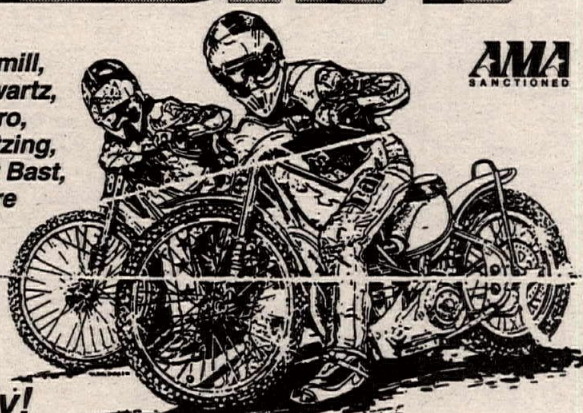
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SATURDAY, SEPTEMBER 28, 1996
ORANGE COUNTY FAIRGROUNDS, COSTA MESA

For tickets or information International Speedway (714) 492-9933



What's happening?

Cycle News Calendar.



ELSINORE GRAND PROX
November 8-11, 1996 ENTRIES ARE OPEN

GFI FALL SERIES:

All Four Factory Contingency Programs

Round 2: Sunday, September 29 • L.A.C.R. Palmdale, CA

GFI (909) 653-4042

KORR Hare Scrambles
Championship Series
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles
Championship Series
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross
Championship Series
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

Branson USA National MX
Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
9/22 Durant, OK
10/6 Weatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

Motorcycle Asphalt Racing
Series
9/20 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA/District 37 Dual Sport
Ride Series
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 Mojave, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
1/4-5 State Line (I-15), NV
1/18-19 Ridgecrest, CA
2/2 Cathedral City, CA
2/8-9 Laughlin, NV
2/16 San Luis Obispo, CA
3/2 Temecula, CA
3/16 San Bernardino, CA
4/6 Big Bear Lake, CA
4/20 Newhall, CA
5/3-4 Gorman, CA
6/7-8 Lake Isabella, CA
6/22 Angeles N.F.
* National Trail Ride Series event
Info 818/249-2141 (3,1)

Championship Enduro Series
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ
Info 717/865-0601

Championship Hare Scrambles
Series
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials
Association
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders
Association C'ship Series
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am
Motocross Fall Series
9/22 Wytheville, VA

9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare
Scramble Series
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Fall Series
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing
Association
9/29 Denver, CO

Over the Hill Gang
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of
Motocross Series
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 Las Vegas, NV

Metropolitan Sports
Committee Fall Series
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI Fall Series North
* 9/29 Los Banos, CA, Rnd 4

GFI Fall Series South
* 9/29 Palmdale, CA
* 10/6 San Bernardino, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha
Contingency Available
Info 909/653-4042

Roadracing Association of
Motorcycles C'ship Series
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America
Fall MX Series
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America
Vintage MX Series
9/22 Ohio International, OH

Competition Riders of America
Buckeye Hare Scramble Series
10/27 Malvern, OH
11/3 Spring Valley, OH

KTM/Team Dual Dogs
California Dual Sport Series
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

Quebec/Ontario ASM
Championship
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern C'ship Enduro Series
10/13 Princeton, KY

CMC Trans-Cal MX Nationals
South
9/22 Victorville, CA, Rnd 1
9/29 Gorman, CA, Rnd 2
10/6 Palmdale, CA, Rnd 3
10/20 Ramona, CA, Rnd 4

North
9/21 Marysville, CA, Rnd 2
10/6 Carson City, NV, Rnd 3
10/27 Hollister, CA, Rnd 4

Pac-Northwest
9/29 Albany, OR, Rnd 3

Final Showdown
11/16-17 Victorville, CA
Info 714/367-1141

CMC Golden State MX
Nationals
South
1/5 Victorville, CA, Rnd 1
1/12 Monterey, CA, Rnd 2

1/19 Gorman, CA, Rnd 3
2/2 Ramona, CA, Rnd 4
2/16 Palmdale, CA, Rnd 5
3/1-2 Victorville, CA, Rnd 6

North
1/5 Victorville, CA, Rnd 1
1/12 Monterey, CA, Rnd 2
1/19 Marysville, CA, Rnd 3
2/2 Hollister, CA, Rnd 4
2/23 Sacramento, CA, Rnd 5
3/1-2 Victorville, CA, Rnd 6

Pac-NW
1/5 Victorville, CA, Rnd 1
1/12 Monterey, CA, Rnd 2
1/26 Salem, OR, Rnd 3
2/9 Salem, OR, Rnd 4
3/1-2 Victorville, CA, Rnd 5
Info 714/367-1141

CMC of Arizona 7th Annual
Copper State Classic
10/12-13 Casa Grande, AZ
10/26-27 Eloy, AZ
11/9-10 Cottonwood, AZ
11/30-12/1 Glendale, AZ
Info 602/849-1572

ECEA Hare Scrambles
9/29 Budds Creek, MD
10/13 Marketown, NJ
11/17 Chatsworth, NJ
1/5 Whiteford, MD

ECEA Enduro
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship
Enduro Series
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
9/28 Taylorsville, NC

Northwest Motorcycle
Association Enduro Series
9/22 Capitol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle
Association Off-Road Series
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing
Association Endurance
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing
Association Sprint Races
10/6 Manitoba, Canada
Info 204/775-9473

Mid South Championship
Summer Hare Scrambles
Series
9/22 Box Hollow, TN
Info 615/859-0873

Rocky Top USA Motocross
Racing Series
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports
Committee
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble
Championship Series
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
9/29 Camesville, GA
10/13 Camesville, GA
11/10 Camesville, GA
12/8 Camesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing
Series
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

STARWEST
SUPERCROSS PARK

196 Fall **CONTINGENCY**  **No Memb No License**

Saturday Night Series

\$100 1st	Sept 21	Sept 28	Oct 5
\$50 2nd	Oct 12	Oct 19	Oct 26
\$25 3rd			

Payouts Every Week!

7 TO MAKE A CLASS FOR CONTINGENCIES

HONDA YAMAHA SUZUKI

PEE WEE RACERS
Win a LEM CR2

Free drawing to be held November 2nd from all participants in the series. The more classes you enter, the more chances you have to win!

 **30% Weekly Trophies!**

CONTINGENCIES FOR PEE WEES!
Pee Wee racers will earn series points that will payoff in AC RACING certificates. Dollar amounts will range from \$100, \$75, \$50 & \$25 based on series point totals. All from AC RACING.

Practice at 5:00 PM - Racing at 6:00 PM
On Ramona Exprwy, 3 miles East of I-215 in
Moreno Valley at the Lake Perris Fairgrounds

Main Track Contingency Classes

80cc 9-11	125cc Nov	250cc Beg	25+ Beg
80cc 12-13	125cc Int	250cc Nov	25+ Nov
80cc 14-16	125cc Pro	250cc Int	30+ Beg
125cc Beg	Super Mini	250cc Pro	30+ Nov

Contingency Awards

 **John Burr**

Information
(909) 943-4535
(909) 657-8845

SWAN CYCLE PARK INC.

TEXAS STATE CHAMPIONSHIP SERIES

RND. 1	Sept. 15
RND. 2	Sept. 22
RND. 3	Oct. 6
RND. 4	Oct. 13

SERIES FINALE
OCT. 26 & 27

PRO CHALLENGE OCT. 27

903-882-4215

Tell them you saw it Cycle News

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1244 N. Gaffey St., San Pedro, CA 90731
(310) 548-6874

Complete Professional Machine Shop
Cylinder Boring, Heliarc Welding, Suspension Tuning

Accepting Resumes for KTM Race Support

ALL TOP QUALITY

  **MAICO**  **Parts & Service** **Daily**

TULARE CYCLE PARK
Tulare, CA
Event Calendar

Sat., Oct. 5	Dirt Track Practice 1/4 Mile Oval Class C Traction
Sat., Oct. 19	Open Motocross Practice
Sat., Oct. 26	AHRMA Dirt Track Regional TT (Pre '74)

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503

CRC California Race Schedule

100% PRO PAYBACK

Sat., Sept. 21	MX	L.A.C.R.
Sat., Sept. 28	MX	L.A.C.R.
Sun., Sept. 29	GFI/CRC Fall Series - MX	L.A.C.R.
Sun., Oct. 6	CMC/CRC Trans Cal - MX	L.A.C.R.
Sun., Oct. 13	MX	L.A.C.R.

Wednesday & Friday Practice 4p.m. - 9p.m.
Saturday Races. Gates Open 3:00p.m. • Practice 4:00p.m. • Race 5:00p.m.

CRC Info (805) 272-8889

Too MUCH FUN
Promotions

LA PLAYA

Motocross

GRAND PRIX ROUND FOUR

oct. 6th

Rosario, Beach, México

For More Information call: (01152661) Baja-5

GLEN HELEN

MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM TILL DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM TILL 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO. (909) 880-3090
<http://www.ccweb.com/glenhelen>

Sun., Sept. 22	AMA So Cal MX State Qualifier
Sun., Sept. 29	Off Road Cars, Trucks & Quad Racing
Sun., Oct. 6	GFI MX Fall Series

Yamaha AMA State Championship Qualifier Sept. 22nd
Chaparral Fall Grand Prix Oct. 13th (Includes Road Course)

USED NEW PARTS FAIRING REPAIR

FUEL TANK DENT REPAIR • STATOR/STARTERS REBUILT
MOTORCYCLE TRANSPORTATION • SERVICE AND REPAIR
HOWARD (818) 998-6585 Free Nat'l Hotline

GFI RACING (909) 653-4042
A Rider For the Riders

Wed., Sept. 18	GFI Wednesday Practice (Noon-Dusk)	Perris
Sat., Sept. 21	GFI Saturday Practice (8am-1pm)	Perris
Wed., Sept. 25	GFI Wednesday Practice (Noon-Dusk)	Perris
Sun., Sept. 29	GFI Fall Series - Round 2	L.A.C.R.

Honda, Kawasaki, Suzuki & Yamaha Contingency Available

LET'S GO TO Branson! **OCT 4-5-6**

NO QUALIFIERS
37 CLASSES

Branson, USA **NMA-GNC OR AMA**
LICENSE REQUIRED

1996 national mx championship finals
ENTRY FORMS & MORE 909-657-6834

WEST COAST ARENACROSS CHALLENGE

Indoor Motorcycle Races GRAND PRIX SANTA CLARA/SAN JOSE

**San Francisco
Cow Palace
Oct. 18, 19, 20**

Pros & Quads Race
Fri. & Sat. Night

Amateur & Sportsman
Sunday Only

Pre-Entry must be
received by Oct. 6

**Reno Livestock
Events Center
Nov. 15, 16, 17**

Pros & Quads Race
Fri. & Sat. Night

Amateur & Sportsman
Sunday Only

Pre-Entry must be
received by Nov. 6

For More Info - Contact On Trac Events (702) 267-4392
http://www.showgate.com/arenacross

Advertisement and Booth Space Available



FRIDAY \$60.00 per class	SATURDAY \$60.00 per class	SUNDAY \$40.00 per class
125 Pro 250 Pro Quad Pro	125 Pro 250 Pro Quad Pro	Quad 50 (4-6), (7-9) or mod 60 (0-8), (9-11) 80 125 250 Open
		Vet Over (+30 Years) Old Timers (+40 years) Beginners Juniors Intermediate

(Please check each event Entered)

☐ Cow Palace ☐ Reno Livestock Events Center ☐ Both \$ _____ Total Due
 Name _____ Age _____
 Mailing Address _____
 City _____ State _____ Zip Code _____
 Brand of Machine _____
 Racing Number _____ 1st choice _____ 2nd Choice _____
 Sponsors _____ Telephone _____ (A MUST to 50 & 60cc Entries)

Return with Cashiers Check, Personal Check or Money Order To:
On-Trac Events • 3325 Plymouth Drive • Carson City, Nevada 89705

Return checks will result in no entry and are subject to a \$25 returned fee. All returned checks will be postdated this and future events until paid in full. **No Checks Will Be Accepted On Date Of Event.**



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STARWEST (909) 943-4535
SUPERCROSS PARK (909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.

Sat., September 21 Fall Night Contingency Series
Sat., September 28 Fall Night Contingency Series
Sat., October 5 Fall Night Contingency Series
Sat., October 12 Fall Night Contingency Series

SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds

Open Riding Practice
Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

New! Wednesday Nights
Minis Only!
4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!



Presented by **The San Diego Flat Track Association**
Friday, October 11, - 6 p.m. Del Mar, CA
7 Vintage Classes (AHRMA & VDTRA welcome)
Modern 250 and 600 Pro money classes
Open Sportman Class (No Membership Required)
(619) 277-2743 or 267-0898 for info or pre-entry

GFI Racing North
MX Practice Every Wednesday, Little Okie, Madera
GFI Fall Series
(Suzuki, Kawasaki, Yamaha, Honda Contingencies)
Sat., Sept. 21 Little Okie, Madera, CA - Rnd. 3 (Night Race)
Sun., Sept. 29 Los Banos, CA - Rnd. 4 (Day Race)

GLEN HELEN RACEWAY PARK
AMA CALIFORNIA STATE MX CHAMPIONSHIP
OCT. 19-20
24 Hr. Info: 909-880-3090

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

SEPTEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

OCTOBER						
S	M	T	W	T	F	S
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

NOVEMBER						
S	M	T	W	T	F	S
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

*Denotes payback

Wed, Sept 18

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sept. 20-22

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc, 4th Annual International Challenge Championships, Rosamond. Info: 909/674-5357.

Fri, Sept 20

* CALIFORNIA STATE SPEEDWAY CHAMPIONSHIP - AMA/Fast Fridays, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

* CALIFORNIA STADIUM MOTOCROSS - Tom Anderson's Sandhill Ranch, Night Race, Brentwood. Info: 510/634-3328.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

* NORTH CAROLINA ASPHALT HALF MILE - AMA/Mars Carolina H-D Dealers Association, New Asheville Speedway, Asheville. Info: 803/626-9455.

TEXAS SPEEDWAY - AMA/Midwest Speedway Sidecar Championship, Wichita County Mounted Patrol Arena, Wichita Falls. Info: 800/760-9664.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Sept 21-22

CALIFORNIA DUAL SPORT - Countdowns Bishop 300 Dual Sport, Browns Town, Bishop. Info: 818/348-8381.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Grattan Raceway Park, Grattan. Info: 616/774-9902.

MICHIGAN MOTOCROSS - Baja Acres M.C. AHRMA on the 21st, Vintage Series on the 22nd, Millington. Info: 517/871-3356.

MISSOURI HARE SCRAMBLER - AMA/Flat River Grand Prix, Kawasaki, Suzuki & Yamaha, St. Louis. Info: 314/427-1204.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

NORTH CAROLINA DRAG RACE - IDBA, 1/8th mile, Piedmont Dragway, Greensboro. Info: 205/849-7886.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

Sat, Sept 21

* ARIZONA MOTOCROSS - Cerbat Motorsport Club, Night Race, Cerbat Motorsport Park, Kingman. Info: 520/757-7438.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Saturday Night Motocross, Riverfront Park, TransCal 2, Maryville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Starwest Fall Night Contingency Series, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

CALIFORNIA MOTOCROSS - Night Race, CMA/GFI Fall Series Round 3, Little Okie, Madera. Info: 209/673-8080.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swamp Land Raceway, Washington. Info: 318/363-3734.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, AHRMA, Millington. Info: 517/871-3356.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA SUPERCROSS - Under the Lights Series, NAME, Reidsville. Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* MARYLAND SUPERCROSS - AMA Dist. 7 & 13 (Pro National Amateur Day), Budd's Creek Maryland Park. Info: 301/475-2000

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

OHIO MOTOCROSS - YZ Bucks AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO SHORT TRACK TT - Honda Hills, Linnville. Info: 614/323-3766.

* OHIO MOTOCROSS - AMA/District 11, Delaware Motocross Park, Delaware. Info: 614/596-2057.

OREGON ROAD RACE - Practice, "Vintage Day" (Tentative), Oregon Motorcycle Roadracing Assn. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS - Dublin Gap Motocross, Newburg. Info: 717/249-6036.

PENNSYLVANIA MOTOCROSS - AMA/High Point Raceway, SR/Vet Nationals, Mount Morris. Info: 304/284-0084.

Sun, Sept 22

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA MOTORCYCLE SHOW - Intershows/All - American Motorcycle Show, Oak Canyon Park, Orange. Info: 714/364-9249.

CALIFORNIA MOTOCROSS - AMA, Amateur State Championship qualifier, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTORCYCLE SHOW - 3rd Annual All-American Motorcycle Show, Oak Canyon Park (next to Irvine Lake), Orange. Info: 714/364-9249

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Southern California Raceplex, Victorville. Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

* CALIFORNIA MOTOCROSS - Beebe Transport Inc., Avenue of the Giants, Phillipsville. Info: 707/943-3029.

CALIFORNIA HARE SCRAMBLES - Shamrocks MC, Searles Station, Red Mountain. Info: 818/767-4594.

CALIFORNIA MOTOCROSS - Hanford Motocross Association, Round 2 of 4, Hanford Fairgrounds, Hanford. Info: 209/585-0664 or 585-8586.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO MOTOCROSS - SRAC/EMP, Berthoud. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

* GEORGIA MOTOCROSS - AMA/Donny Banks Paradise Off Road Park, Macon. Info: 912/745-3946 or 912/738-0664.

ILLINOIS BIG RED ENDURO - AMA/Cahokia Creek Dirt Riders, White City. Info: 217/827-2459.

* ILLINOIS MOTOCROSS - AMA/District 17 Sanction, Bloomington Normal Motorcycle Club, Wapella. Info: 217/445-2536.

IOWA ENDURO - Iowa Enduro Riders Association, Stratford. Info: 515/795-3440.

* KANSAS MOTO/SCRAMBLES - KORR, Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740

MARYLAND HARE SCRAMBLES - AMA/District 7 Western Maryland Off Road Riders, Cliff Side Raceway, Rawlings. Info: 301/759-3237.

MASSACHUSETTS MOTOCROSS - New England Motocross Assn., Capeway Rovers, Middleboro. Info: 860/928-2138.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Vintage Series, Millington. Info: 517/871-3356.

MISSOURI OBSERVED TRIALS - AMA/NATC Club, Mid-America Trials Team, Kansas City. Info: 816/228-9024.

* NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/888-7312.

NEW YORK MOTOCROSS - AMA/MS/Dist. 34/Fall Series/Ace Motocross, Modena. Info: 914/463-2093

NEW YORK TRIALS - District 4, Medina. Info: 716/798-2727.

* OHIO MOTOCROSS - Amherst Meadowlarks MC, Amherst. Info: 216/988-9100.

OKLAHOMA ENDURO - Black Jack Enduro Circuit, Tulsa Trailriders Enduro #2, Henryetta. Info: 417/345-6211.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Round 6, Blackcoal Series, Cable Creek, Toronto. Info: 330/538-2220.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 330/369-5993.

OREGON HARE SCRAMBLES - AMA/CANCELED Championship Series, Newburg. Info: 503/649-8709.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Assn, Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA HARE SCRAMBLES - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS - AMA/High Point Raceway, Dist. 5 PA State Championships MX/HS, Mount Morris. Info: 304/284-0084.

RHODE ISLAND HARE SCRAMBLES - NETRA, Woodsocross, W. Greenwich. Info: 203/875-5757.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 9, Sand Hill, Chesterfield. Info: 423/323-5497.

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Box Hollow. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* TENNESSEE SUPERCROSS - Powerline Supercross Inc., Carroll County, Atwood. Info: 901/686-0558 or 901/662-7708.

TEXAS VINTAGE MOTOCROSS - AHRMA/Vintage Iron Texas Region, Swan Motocross Park, Tyler. Info: 903/882-7791.

* TEXAS MOTOCROSS - Texas State Championship Motocross Series, Swan Cycle Park, Tyler. Info: 903/882-7791.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, US Eastern Pro-Am Motocross Series, Wytheville. Info: 804/836-3633.

WASHINGTON ENDURO - Timekeeper Enduro-Northwest Motorcycle Assn. Enduro Series/River City M/C, Capitol Forest, Olympia. Info: 206/846-9854 or 206/242-7044.

WASHINGTON VINTAGE MOTOCROSS - Tocomo M/C, Thurston Co. ORV. Park, McCleary. Info: 206/846-9854 or 206/242-7044.

WASHINGTON MOTOCROSS - AMA Sanctioned. Washougal Motocross track. Info: 541/673-1671.

WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

* WASHINGTON MOTOCROSS - AMA/District 27 Fast Trac Racing Inc., Holeshot SIR, Kent. Info: 206/852-5705.

WISCONSIN TRIALS - WOTA., Baraboo. Info: 708/658-5827.

Wed, Sept 25

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, Sept 26

NEW JERSEY KRUISE NITE 96 - Custom Motorcycles and Cars, on Throckmorton Street, Freehold. Info: 908/462-2016.

Fri, Sept 27

CALIFORNIA SUPERCROSS - KB Racing Promotions, Racers Pit Stop and Roseville Cycle, Sacramento Raceway Park, Sacramento. Info: 916/682-6123.

CALIFORNIA STADIUM MOTOCROSS - Tom Anderson's Sandhill Ranch, Night Race, Brentwood. Info: 510/634-3328.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735 or 313/289-2100.

WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Lake Geneva Raceway. Lake Geneva Info: 815/728-0823 After 5:30 p.m.

Sept 28-29

ARIZONA DUAL SPORT - AMA/Desert Motorcycle Promotions, Desert Motorcycle Promotions, Payson, Cave Creek. Info: 602/488-6357.

GEORGIA OBSERVED TRIALS - Southeastern Trials Riders Association, Cumming. Info: 770/463-4390.

* IDAHO MOTOCROSS - SIRA, Idaho State Championships, Rupert. Info: 208/436-7071.

KENTUCKY FOUR STROKE NATIONAL - AMA Fall Classic Pro Series, Kentucky State Motocross Championship, Daniel Boone Motocross Park, London. Info: 502/877-1364.

* OHIO MOTOCROSS - AMA/District 11, Delaware Motocross Park, Delaware. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

* PENNSYLVANIA MOTOCROSS - AMA/High Point Raceway, Cross Country Championships, Mount Morris. Info: 304/284-0084.

TEXAS TRIALS - North Texas Trials Association, Round 1 U.S. Central Region, Red River Riding Park, Muenster. Info: 918/224-0020.

* WASHINGTON MOTOCROSS - AMA/District 27, Fast Trac Racing Inc., Horn Rapid, Richland. Info: 206/852-5705.

Sat, Sept 28

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CRC Night Race, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Starwest Fall Night Contingency Series, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

* CALIFORNIA MOTOCROSS - Kern Kiwanis Benefit 2nd Annual Round 1, Bakersfield Speedway, Bakersfield. Info: 805/327-1172.

CALIFORNIA FLAT TRACK RACES - SDFTA/Night Race 250cc and 600cc, Barona Speedway, San Diego. Info: 619/277-2743.

COLORADO SHORT TRACK & TT - IMV Dirt Karts/ QTR Midgates, Denver. Info: 303/286-1813.

COLORADO RALLY, SHOW & RUN - Colorado Honda, American Honda Riders Club, Ronald McDonald House, Arapahoe College, Littleton. Info: 303/794-6367.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

TTS ENDURO - NETRA, Junior Enduro Championship Series, Stearage Rock Jr., Brimfield. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEVADA MOTOCROSS - CMC/Silverstate Motocross, Practice 10-12, Carson City. Info: 702/267-4392.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park, Modena. Info: 914/427-2248.

NEW YORK MOTOCROSS - AMA/Yamaha Contingency Race, Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

VIRGINIA MOTOCROSS - All classes, Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

WASHINGTON NIGHT ENDURO - Webfoot Enduro Northwest Motorcycle Assn. Enduro Series/Skagit M/C, Walker Valley, Mt. Vernon. Info: 360/424-8650 or 206/242-7044.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 29

ALABAMA ENDURO - SETRA & SERA Championship Series, Jemison. Info: 205/939-3020.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 2, LOCR. Info: 909/653-4042.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals Round 2 South, Quail Canyon, Gorman. Info: 714/367-1141.

CALIFORNIA MOTOCROSS - CRC Fall Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Day Race, CMA/GFI Fall Series Round 4, Los Banos. Info: 209/673-8080.

CALIFORNIA DUAL SPORT - AMA/District 37 Dual Sport, California Trail Rides 7th Annual Cycle News Dual Sport Jamboree, Barton Flats Campground, Big Bear. Info: 714/992-9291.

COLORADO ROAD RACE - MRA, Denver Motorsports Park, Denver. Info: 303/530-5678.

CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

GEORGIA FLAT TRACK LEAGUE - Race #6, Carnesville. Info: 770/962-7888.

* GEORGIA MOTOCROSS - Echconnee Motocross Track, Macon. Info: 912/788-8227.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS 10TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA & RIDE-IN BIKE SHOW - Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

ILLINOIS TRIALS - NITRO, Byron. Info: 708/931-1530.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome MC, Columbus. Info: 812/342-4411.

KENTUCKY MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Kentucky State Championship, Daniel Boone, London. Info: 423/323-5497.

KENTUCKY HARE-SCRAMBLES, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MASSACHUSETTS ENDURO - NETRA, King Philip West, Wrentham. Info: 203/875-5757.

* MARYLAND HARE SCRAMBLES - ECEA, Budd's Creek MX Park. Info: 301/475-2000.

NEVADA HARE SCRAMBLES - MRAN, Jean. Info: 702/437-MRAN.

NEVADA MOTOCROSS - CMC/Trans-Cal Round 2, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

NEW YORK RIDE - NYC Chap. HOG, 8th Annual MDA Mystery Observation Run X, H-D of NYC, New York. Info: 718/278-1515.

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596.

* NORTH CAROLINA MOTOCROSS - AMA/Side by Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077.

* OKLAHOMA MOTOCROSS - Field Of Dreams Motocross Race Track, Okmulgee. Info: 918/758-0793.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Albany SX Track, Albany. Info: 541/928-4474.

NEW YORK SHORT TRACK - AMA/Electric City Riders MC, Kelly Station Road, Schenectady. Info: 518/374-7979.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

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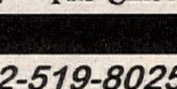
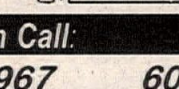
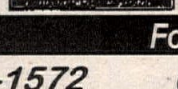
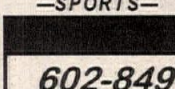
Oct. 12 & 13
Rounds 1 & 2
Casa Grande, Arizona
Judd's Raceway

Oct. 26 & 27
Rounds 3 & 4
Eloy, Arizona
Ocotillo Raceway

Nov. 9 & 10
Rounds 5 & 6
Cottonwood, Arizona
Cottonwood Raceway

Nov. 30-Dec.1
Final Rounds 7 & 8
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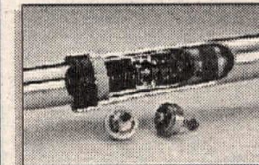
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OVER THE HILL GANG

Sun., Sept. 29 Motocross at Starwest, Moreno Valley, CA (OTHG only event)

Oct. 12 & 13 Sierra National at Oat Field, Modesto, CA

Sun., Oct. 20 Motocross at Lemon Grove, Piru, CA

The Ultimate 30+ Vet MX Club Info: (310) 864-6875



1996 - 1997

GNC Season

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MOTOCROSS

SRA GP California Schedule

Members Non Members

Sunday, September 29

Carlsbad, CA

Info (714) 957-2985

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Awards Go Back To Top 10 Places:

- 1st Place - 6 Foot Trophy
- 2nd Place - 4 Foot Trophy
- 3rd Place - 3 Foot Trophy
- etc.etc.etc.

EARLY REGISTRATION:

\$35 Pro-Am

\$25 Novice/Amateur

Post Entry \$10 Extra

Each Entry Must Be Postmarked
10 Days Prior to Event Date.

Sorry - No Refunds. No Personal Checks.

Open Practice
Friday, October 11
1 - 4 p.m. - \$5

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WISECO/YAMAHA/DUNLOP/ANSWER/BRAKING/ACERBIS 1996 Grand National Cross Country Series



Best 8 Scores Count Toward 1996 Series Championship

10. Sept. 28/29 **HIGH POINT** - Mt. Morris, PA
I-79 to PA Exit 1, go east (3 mi.)
Saturday - Bikes/Sunday - Quads

11. Oct. 12/13 **LISBON** - Lisbon, OH
Saturday - Quads
Sunday - Bikes

Entries and Information
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Race 12 Noon
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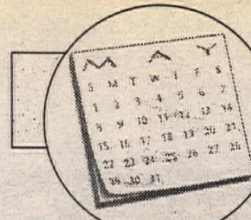
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sat, Oct 5

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA TRIALS - AMA/ Granite Basin Vintage, Sacramento. Info: 916-753-2519.

CALIFORNIA TRANS-CAL NATIONAL MOTO ~~CANCELED~~ Sacramento. Info: 916/363-2645.

CALIFORNIA 1ST ANNUAL MEMORY RIDE/SHOW - Harley-Davidson Riders Assn., Benefits LA Alzheimer's Assn., Los Angeles Zoo, Los Angeles. Info: 213/938-3379.

CALIFORNIA ANTIQUE MOTORCYCLE SHOW & SWAPMEET - AMA/Vintage Cycle Promotions, El Camino College Parking Structure, Torrance. Info: 805/733-1137.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Kern Kiwanis Benefit 2nd Annual Round 2, Bakersfield Speedway, Bakersfield. Info: 805/327-1172.

* CALIFORNIA MOTOCROSS - Starwest Fall Night Contingency Series, Starwest Supercenter Park, Moreno Valley. Info: 909/657-8845.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts/ QTR Midgits, Championship, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* GEORGIA MOTOCROSS - AMA/Trans - MX Series - Final Round, Road Atlanta MX, Braselton. Info: 770/493-1792.

IOWA ENDURO - Iowa Enduro Riders Association, Bartlett. Info: 515/795-3440.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MAINE MOTOCROSS - New England Motocross Assn., Spring Hill, S. Berwick. Info: 860/928-2138.

MONTANA HARE SCRAMBLES - Rochester Creek Hare & Hound, Big Rock Motorsports, Helena. 406/442-2698

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

TEXAS MOTOCROSS - Oso Creek Motocross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WASHINGTON MOTOCROSS - Scrambles, Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 20th Annual Kawasaki Motocross Race of Champions and Fall Classic Motocross Series, Raceway Park, Englishtown. Info: 908/446-7800

NEVADA HARE SCRAMBLES - MRAN/Roosters M/C, Logandale. Info: 702/897-5171.

NEVADA HARE SCRAMBLES - MRAN/Roosters, Las Vegas. Info: 702/437-6726.

VIRGINIA DUAL SPORT - AMA/Northern/Virginia Trail Riders, Dual Sport Trail Ride Series, Mount Solon. Info: 703/339-5131.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Los Angeles County Raceway, Palmdale. Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Nationals Round 3 South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Nationals Round 3 North, Silver State Raceway, Carson City. Info: 702/267-4392.

* CALIFORNIA MOTOCROSS - Beebe Transport Inc., Avenue of the Giants, Phillipsville. Info: 707/943-3029.

* CALIFORNIA MOTOCROSS - Hanford Motocross Association, Round 3 of 4, Hanford Fairgrounds, Hanford. Info: 209/585-0664 or 585-8586.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO MOTOCROSS - SRAC/M&M, Colorado Springs. Info: 800/242-6581.

* GEORGIA MOTOCROSS - AMA/2nd Annual, Second Helping GP, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* GEORGIA MOTOCROSS - AMA/Georgia Championship Series Round 11, Lazy River Motocross Ranch, Dalton. Info: 800/661-4812.

* ILLINOIS MOTOCROSS - AMA/District 17, Bloomington Normal MC, Waynesville Road, Wapella. Info: 217/445-2536.

INDIANA HARE SCRAMBLES - AMA/IN/IL/KY Enduro Riders, National Championship Series, Lynneville. Info: 812/897-6814.

* KANSAS MOTOCROSS - KORR, Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS ENDURO - NETRA, Mohawk, Adams. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 6, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

NEVADA HARE & HOUND - AMA/Team No Snivelers, National Championship Series, Reno. Info: 702/265-5489.

NEW MEXICO ENDURO - Texas State Enduro Championship Series, Cloudcroft, High Plains Division, Cloudcroft. Info: 800/55-TSCEC.

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK MOTOCROSS - ACE Motocross, "Motofest", Modena. Info: 914/463-2093.

NEW YORK TRIALS - District 4, Locke. Info: 315/497-3268.

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 718/786-5596

* NORTH CAROLINA MOTOCROSS - AMA/District 13, US Eastern Pro AM Motocross Fall Series, Elizabeth City. Info: 804/548-1052.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 10, Polk County, Hendersonville. Info: 423/323-5497.

* NORTH CAROLINA MOTOCROSS - NAME/Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - 3rd Annual Dirt World Challenge, AMC Sanctioned and Dirt World Promotions, Montrose Motocross Park, Raeford. Info: 919/554-4467.

OHIO HARE SCRAMBLES - Corky Wurster Memorial, CRA/Salem Motorcycle Club, Salem. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

TEXAS MOTOCROSS - Oso Creek Motocross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WASHINGTON MOTOCROSS - Scrambles, Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 20th Annual Kawasaki Motocross Race of Champions and Fall Classic Motocross Series, Raceway Park, Englishtown. Info: 908/446-7800

NEVADA HARE SCRAMBLES - MRAN/Roosters M/C, Logandale. Info: 702/897-5171.

NEVADA HARE SCRAMBLES - MRAN/Roosters, Las Vegas. Info: 702/437-6726.

VIRGINIA DUAL SPORT - AMA/Northern/Virginia Trail Riders, Dual Sport Trail Ride Series, Mount Solon. Info: 703/339-5131.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Los Angeles County Raceway, Palmdale. Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Nationals Round 3 South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* OHIO MOTOCROSS - Stars of Tomorrow Youth Championship, MRA, Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

OREGON ROAD RACE - Racing, Oregon Motorcycle Roadracing Assn. Portland Int'l Raceway. Info: 503/221-1487.

OREGON GRAND PRIX - OMRA/Mount Scott M/C, non-points event, Portland. Info: 503/678-2779.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* TEXAS MOTOCROSS - Texas State Championship Motocross Series, Swan Cycle Park, Tyler. Info: 903/882-7791.

VIRGINIA HARE SCRAMBLES - Virginia State Championship, Blue Ridge Cycle Club, City Reservoir, Martinsville. Info: 703/632-5931.

* WASHINGTON MOTOCROSS - AMA/District 27, Fast Trac Racing Inc., SMC-Jolly, Kent. Info: 206/852-5705.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671.

WASHINGTON HARE SCRAMBLES - Rimrock G.P./Northwest Motorcycle Assn. Offroad Series/Yakima Valley Dust Dodgers, Rimrock. Info: 509/966-0992 or 206/242-7044.

Tues, Oct 8

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

Wed, Oct 9

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Oct, 10-11

CALIFORNIA VINTAGE ROADRACING - AMA/Team Obsolete, Del Mar County Fairgrounds, Info: 800/711-3872.

Oct 11-13

* NEW JERSEY MOTOCROSS - AMA/NJHRA, Wildwoods and WSP Racing, Thunder in the Sand, On the beach between Wildwheels and Mariners Landing, Wildwood. Info: 609/523-8051.

TENNESSEE DRAG RACE - IDBA, World Finals, Memphis Motorsports Park, Memphis. Info: 205/849-7886.

Fri, Oct 11

* CALIFORNIA SUPERCROSS - KB Racing Promotions, Racers Pit Stop and Roseville Cycle, Sacramento, Raceway Park, Sacramento. Info: 916/682-6123.

Oct 12-13

* ARIZONA MOTOCROSS - CMC of Arizona 7th Annual Copper State Classic, Round 1 & 2, Judds Raceway, Casa Grande. Info: 602/849-1572.

CALIFORNIA DUAL SPORT - AMA/Ridge Runners M/C, Dual Sport Trail Ride Series, Angels Camp. Info: 408/475-3619.

* CALIFORNIA MOTOCROSS - Over The Hill Gang, Sierra Chapter National, Oatfield Motocross Track, Turlock. Info: 209/524-1432 or 575-9914.

OWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Harley Griffioen Farm, Decatur. Info: 515/753-7317.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Millington. Info: 517/871-3356.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assn., Kenne. Info: 860/928-2138.

OHIO DUAL SPORT - AMA/Enduro Riders Association, Dual Sport Trail Ride Series, McArthur. Info: 614/385-3885.

Sat, Oct 12

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Kern Kiwanis Benefit 2nd Annual Round 3, Bakersfield Speedway, Bakersfield. Info: 805/327-1172.

* CALIFORNIA MOTOCROSS - Starwest Fall Night Contingency Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

COLORADO SHORT TRACK & TT - IMV/ Dirt Karts/ QTR Midgits, Championship, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Hills. Info: 515/795-3440.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Clarke's Mild Ride Jr., Assonet. Info: 203/875-5757.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735 or 313/289-2100.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park, Modena. 914/427-2248

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* OHIO MOTOCROSS - AMA/District 11, Delaware Motocross Park, Delaware. Info: 614/596-2057.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Night Race, Hardeeville. Info: 912/427-9674.

Sun, Oct 13-20

CALIFORNIA DUAL SPORT - AMA/District 37, 8 Day 1300 Mile Dual Sport Trail Ride, Ridgecrest. Info: 818/348-8381.

Sun, Oct 13

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series, Dog Run, Chaparral Cycle Supply Dual Sport Ride, Glen Helen Raceway, San Bernardino. Info: 818/701-1913.

* CALIFORNIA MOTOCROSS - SSC/Pit Pro Motocross Series, Lemon Grove MX Park, Lake Piru. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - Hanford Motocross Association, Round 4 of 4, Hanford Fairgrounds, Hanford. Info: 209/585-0664 or 585-8586.

GEORGIA FLAT TRACKLEAGUE - Race #7, Camessville. Info: 770/962-7888.

ILLINOIS 15TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA - J & P Promotions, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* KANSAS HARE SCRAMBLES - KORR, 2-man/3-hr, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY BUDDY HARE-SCRAMBLE - AMA/Pendleton Co. M/C Park, Center Ridge Rd., DeMossville. Info: 606/472-3442.Co. M/CCo. M/C

KENTUCKY MOTOCROSS - AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Clarke's Mild Ride, Assonet. Info: 203/875-5757.

MASSACHUSETTS TURKEY RUN - NETRA, Tri State, Winchendon. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

* MICHIGAN MOTOCROSS - The Milan Grand Prix, MRA/Milan Cycle City, Milan. Info: 313/439-7735 or 313/289-2100.

* NEW YORK MOTOCROSS - AMA/CNYMRA, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSD/Dist. 34/Fall Series/Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

NEW YORK SHORT TRACK - AMA/Electric City Riders MC, Kelly Station Road, Schenectady. Info: 518/374-7979.

* OHIO HARE SCRAMBLES - Amherst Meadowlarks MC, Amherst. Info: 216/988-9100.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Lisbon. Info: 304/284-0084.

OKLAHOMA ENDURO - Black Jack Enduro Circuit, Golden Eagle Enduro, Stillwater. Info: 417/345-6211.

OREGON ROAD RACE - Roadracing Assn. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON POKER RUN - OMRA/Trailmen M/C Inc, Last Chance Poker Run, non-points event, Tillamook. Info: 503/678-2779.

* PENNSYLVANIA HARE SCRAMBLES - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Shippensburg. Info: 410/273-9035.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* TEXAS MOTOCROSS - Texas State Championship Motocross Series, Swan Cycle Park, Tyler. Info: 903/882-7791.

* VIRGINIA MOTOCROSS - AMA/District 13, US Eastern Motocross Fall Series, Axton. Info: 540/650-3378 or 650-3055.

* WASHINGTON MOTOCROSS - AMA/District 27, Fast Trac Racing Inc., Holedshot Sir, Kent. Info: 206/852-5705.

WASHINGTON ENDURO - Cowbell Enduro/Northwest Motorcycle Assn. Enduro Series/Mt. Baker M/C, North Fork. Info: 360/734-0492 or 206/242-7044.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North American A Classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

WASHINGTON MOTOCROSS - Final event of season. Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

Wed, Oct 16

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Oct, 18-20

* CALIFORNIA ARENACROSS - On Trac Events Pros Friday and Saturday Night, Amateurs Sunday, Cow Palace, San Francisco. Info: 702/267-4392.

Oct 19-20

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - AMA, Amateur State Championship, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

* CALIFORNIA ARENACROSS - On Trac Events Pros Friday and Saturday Night, Amateurs Sunday, San Francisco Cow Palace, San Francisco. Info: 702/267-4392.

* DELAWARE SHORT TRACK - AMA/District 7 Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

MISSOURI NATIONAL HARE SCRAMBLER - AMA/Missouri Mudders, Park Hills, St. Louis. Info: 314/984-9431.

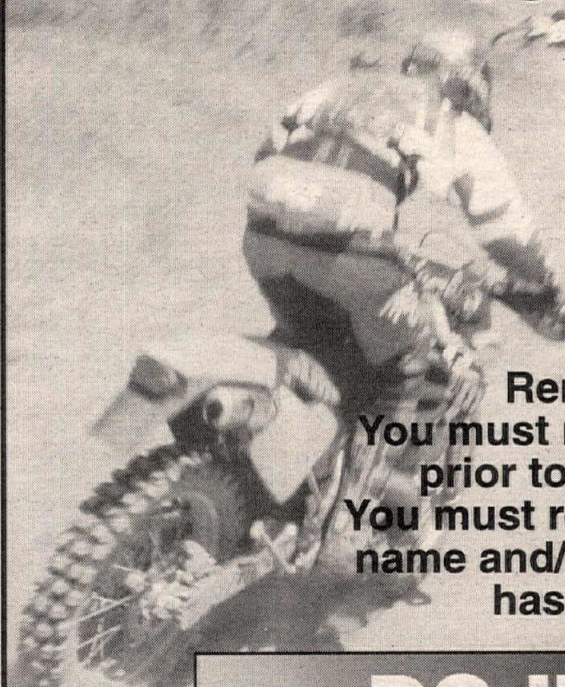
OKLAHOMA TRIALS - Central U.S. Regionals, Round 2, Northeastern Oklahoma Trials Team, Northeastern OTT Club grounds, Tulsa. Info: 918/224-0020.

* PENNSYLVANIA MOTOCROSS - MX/HS, Saturday Open Practice, Sunday State Championships, Brownsville. Info: 304/284-0084.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Honda Top Gun Showdown, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

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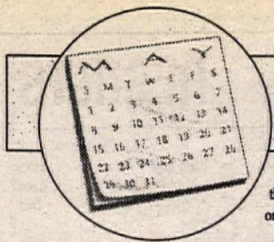
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sat, Oct 19

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motorsport, vintage/beginner, Hollister Hills SVRA, Hollister. Info: 916/967-0262.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - California Coastal Promotions, California Mid-State Fairgrounds, Paso Robles. Info: 805/237-2288.

* CALIFORNIA MOTOCROSS - Starwest Fall Night Contingency Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swamp Land Raceway, Washington. Info: 318/363-3734.

NEW YORK TRIALS - District 4, Moreland. Info: 607/535-9321.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* OHIO MOTOCROSS - AMA/District 11 American Motorsports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

OREGON OLD TIMERS BANQUET #12 - Saturday Night 6 p.m., Holiday Inn, Wilsonville. Info: 503/232-9293.

Sun, Oct 20

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

* ARKANSAS HARE SCRAMBLES - Lost Creek Park. Info: 501/342-5373.

CALIFORNIA TRIALS - AMA/Geritol, Ken Merceak Memorial, Frank Raines Park, Sacramento. Info: 916-753-2519.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Barona Oaks Raceway, Ramona. Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

* CALIFORNIA MOTOCROSS - Beebe Transport Inc., Avenue of the Giants, Phillipsville. Info: 707/943-3029.

* CALIFORNIA MOTOCROSS - SSC/Pit Pro Motocross Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

CONNECTICUT ENDURO - NETRA, Cockaponset, Chester. Info: 203/875-5757.

* GEORGIA MOTOCROSS - Dixie Motorcycle Sports, Hillbilly Hills Motocross, Roberta. Info: 912/788-0413.

MARYLAND HARE SCRAMBLES - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

* MARYLAND HARE SCRAMBLE WITH QUADS - AMA/District 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MISSOURI HARE SCRAMBLES - AMA/Missouri Mudders, National Championship Series, Park Hills. Info: 314/984-9431.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Walden Playboys MC, Walkill. Info: 914/561-2126.

NEW YORK TRIALS - District 4, Moreland. Info: 607/535-9321.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park, Modena. Info: 914/427-2248.

* NORTH CAROLINA MOTOCROSS - AMA/District 29 Fall Series, Side by Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

* NORTH CAROLINA MOTOCROSS - 3rd Annual Dirt World Challenge, AMC Sanctioned and Dirt World Promotions, Montrose Motocross Park, Raeford. Info: 919/554-4467.

OHIO HARE SCRAMBLES - CRA/Proffer Promotions, Pumpkin Run, Round 7, Blackcoal Series, Big Valley, East Palestine. Info: 330/538-2220.

* OHIO MOTOCROSS - MRA/Sandusky Valley Riders M.C., Tiffin. Info: 419/447-3054 or 419/927-MOTO.

* OKLAHOMA MOTOCROSS - Field of Dreams Motocross Race Track, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA HARE SCRAMBLES - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS - AMA/MX & HS, Dist. 5/PA State Championships, Brownsville. Info: 304/284-0084.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, PBMA, Bronte. Info: 800/55-TSCEC.

WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WASHINGTON HARE SCRAMBLES - Big Bear Hare Scrambles/Northwest Motorcycle Assn. Offroad Series/D&M M/C. Info: 206/897-6008 or 206/242-7044.

WASHINGTON ROAD RACE - WMRA, Seattle. Info: 206/972-4499.

WASHINGTON MOTOCROSS - AMA sanctioned, Washougal Motocross track. Info: 541/673-1671.

Wed, Oct 23

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Oct 25

* CALIFORNIA SUPERCROSS - K.B. Racing Promotions, Racers Pit Stop and Roseville Cycle, Sacramento Raceway Park, Sacramento. Info: 916/682-6123.

NORTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, Southern National Speedway, Kenly. Info: 803/626-9455.

Oct 26-27

* ARIZONA MOTOCROSS - CMC of Arizona 7th Annual Copper State Classic, Round 3 & 4, Ocotillo Raceway, Eloy. Info: 602/849-1572.

CALIFORNIA OFFROAD POKER RUN - Barstow Toys For Tots/Bureau of Land Management, Behind Slash X Cafe, Barstow. Info: 619/252-3093.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Millington. Info: 517/871-3356.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

OREGON CROSS COUNTRY - OMRA/Lobos M/C Inc, Bear Butte Team & Ironman race, points event, Bend. Info: 503/678-2779.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Association, Jasper. Info: 423-942-8688.

* TEXAS MOTOCROSS - Texas State Championship Motocross Series, Swan Cycle Park, Tyler. Info: 903/882-7791.

TEXAS DUAL SPORT - AMA/Trail Riders of Houston, Dual Sport Trail Ride Series, Terlingua. Info: 713/537-2983.

Sat, Oct 26

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Starwest Fall Night Contingency Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

CALIFORNIA DIRT TRACK - AHRMA/Regional TT, Tulare Raceway, Tulare. Info: 209/685-0503.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916.

NEW HAMPSHIRE ENDURO - NETRA, Junior Enduro Championship Series, Granite State Jr., Alton. Info: 203/875-5757.

NEW YORK MOTOCROSS - AMA/Yamaha Contingency Race, Island Proffer Promotions, Pumpkin Run, Round 7, Blackcoal Series, Big Valley, East Palestine. Info: 330/538-2220.

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association Annual Awards Banquet, Doublewood Inn, Bismarck. Info: 701/343-2094.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

SOUTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, Summerville Speedway, Charleston. Info: 803/626-9455.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Night Race, Hardeeville. Info: 912/427-9674.

* VIRGINIA MOTOCROSS - AMA/Sat Night Supercross, Birch Creek Motorsports, Danville. Info: 804/836-3633.

VIRGINIA MOTOCROSS - All Classes, Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

Sun, Oct 27

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

CALIFORNIA HARE & HOUND - AMA/100's M/C, National Championship Series, Lucerne Valley. Info: 909/982-6136.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Final, Perris Raceway. Info: 909/653-4042.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Nationals Round 4 North, Hollister Hills SVRA, Hollister. Info: 408/270-3959.

CALIFORNIA DIRT TRACK 1/4 MILE - AHRMA/Tulare Raceway, Tulare. Info: 209/685-0503.

CONNECTICUT TURKEY RUN - NETRA, Pachaug Rock Ride, Central Village. Info: 203/875-5757.

DELAWARE ENDURO - AMA/Delaware Enduro Riders, National Championship Series, Delaware City. Info: 302/834-4568.

GEORGIA MOTOCROSS - AMA/Echeconne Motocross, Macon. Info: 912/788-8227 or 956-5420.

ILLINOIS TRIALS - NITRO, Byron. Info: 708/931-1530.

INDIANA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Ironman, Crawfordsville. Info: 304/284-0084.

* KANSAS MOTOCROSS - KORR, Green Acres, Marion. Info: 316/942-6527.

KENTUCKY HARE-SCRAMBLE - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740.

KENTUCKY MOTOCROSS - AMA/District 10, Sheltoe Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

LOUISIANA 8TH ANNUAL MOTORCYCLE EXPO, SHOW, SWAP MEET - Convention Hall, Shreveport. Info: 214/216-5520.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MICHIGAN MOTOCROSS - Grand Prix Baja Acres Motocross Club, Millington. Info: 517/871-3356.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW HAMPSHIRE HARE SCRAMBLES - NETRA, Granite State, Alton. Info: 203/875-5757.

* NEW YORK MOTOCROSS - ACE Motocross, Modena. Info: 914/463-2093.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - Amherst Meadowlarks MC, Amherst. Info: 216/988-9100.

* OKLAHOMA MOTOCROSS - Field of Dreams Motocross Race Track, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA MOTOCROSS - AMF/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* VIRGINIA MOTOCROSS - AMA/District 13, US Eastern Pro AM Motocross Fall Series, Danville. Info: 804/548-1052.

WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WASHINGTON HARE SCRAMBLES - Shelton Valley Hare Scramble/Northwest Motorcycle Assn. Offroad Series/Puget Sound Enduro Riders, Shelton. Info: 360/491-1728 or 206/242-7044.

Tues, Oct 29

MISSOURI ENDURO - Black Jack Enduro Circuit, Harkwood Enduro, Chadwick. Info: 417/345-6211.

Wed, Oct 30

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 2-3

* CALIFORNIA MOTOCROSS - White Brothers World Vet Championship, Glen Helen Raceway, San Bernardino. Info: 714/692-3404.

GEORGIA DRAG RACE - IDBA, Bracket Classic, Silver Dollar Raceway, Reynolds. Info: 205/849-7886.

KANSAS TRIALS - U.S. Central Regionals Regionals Round 3, Ark Valley Trials Association, Wichita. Info: 918/224-0020.

NEVADA GRAND PRIX - MRAN/Jackrabbits, Beatty. Info: 702/437-6726.

Sat, Nov 2

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA VINTAGE SCRAMBLES - AHRMA/Tulare Raceway, Tulare. Info: 209/685-0503.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swamp Land Raceway, Washington. Info: 318/363-3734.

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Jack Frost Jr., Winchendon. Info: 203/875-5757.

Sun, Nov 3

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

* ARKANSAS HARE SCRAMBLES - Bee Branch. Info: 501/362-7359.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

* CALIFORNIA MOTOCROSS - Beebe Transport Inc., Avenue of the Giants, Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - AHRMA/Regional Motocross, Tulare Raceway, Tulare. Info: 209/685-0503.

CONNECTICUT ENDURO - NETRA, Black & Blue, Stafford. Info: 203/875-5757.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Amboy Trail Ranch, Newton. Info: 515/792-0207.

* KANSAS HARE SCRAMBLES - K.O.R.R., 2-man/3-hr, Rockin Bar M Ranch, Newton. Info: 316/942-6527.

* MARYLAND HARE SCRAMBLES - AMA Districts 7 & 13, Budd's Creek MX Park. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

NEW YORK MOTOCROSS - AMA/MSC/Dist#34/Fall Series/Diamondback Motocross, Modena. Info: (914)795-5697 or (914)565-3651.

* NORTH CAROLINA MOTOCROSS - NAME/Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO HARE SCRAMBLES - AMA/Russell Racing Inc, National Championship Series, Millfield. Info: 614/797-2413.

OHIO FALLEN TIMBERS HARE SCRAMBLES - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* PENNSYLVANIA HARE SCRAMBLES - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WASHINGTON HARE SCRAMBLES - Nasty Wench G.P./Northwest Motorcycle Assn. Offroad Series/Team Crutch M/C, Seattle Int'l Raceway, Kent. Info: 360/793-3264 or 206/242-7044.

WASHINGTON HARE SCRAMBLES - Nasty Wench G.P./Northwest Motorcycle Assn. Offroad Series/Team Crutch M/C, Seattle Int'l Raceway, Kent. Info: 360/793-3264 or 206/242-7044.

Wed, Nov 6

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, Nov 7

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

Nov 9-10

* ARIZONA MOTOCROSS - CMC of Arizona 7th Annual Copper State Classic, Round 5 & 6, Cottonwood Raceway, Cottonwood. Info: 602/849-1572.

CALIFORNIA GRAND PRIX - AMA/D-37/Prospector's G.P., Hungry Valley SVRA, Gorman. Info: 818/332-1573.

Sat, Nov 9

CALIFORNIA MOTOCROSS - GFI Racing, GFI Elsinore GP, Elsinore. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

NORTH CAROLINA MOTOCROSS - 226 MX -Day Event, Nebo. Info: 704/652-3758.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

Sun, Nov 10

CALIFORNIA MOTOCROSS - GFI Racing, GFI Elsinore GP, Elsinore. Info: 909/653-4042.

FLORIDA MOTOCROSS - 5th Annual Maxima Marathon, Orlando MX Park, Orlando. Info: 407/359-9260.

GEORGIA FLAT TRACKLEAGUE - Race #8, Carnesville. Info: 770/962-7888.

* GEORGIA MOTOCROSS - Best of Georgia AMA Series, Dixie Motorcycle Sports, Hillbilly Hills Motocross, Roberta. Info: 912/788-0413.

ILLINOIS TRIALS - NITRO, Bley U.S.A., Elk Grove Village. Info: 708/931-1530.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., team race, Columbus. Info: 812/342-4411.

* KANSAS HARE SCRAMBLES - K.O.R.R., 1-man/2-hr, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY HARE-SCRAMBLE - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.</

RESULTS

Motocross Village Creek MX Park Fort Worth, TX Aug. 24 By Claudine Cordray

125 OPEN	
Adam Carroll	Kaw
Kris Stevenson	Kaw
Ryan Wallace	Hon
Adam Powers	Hon
Kelly Cassels	Kaw
250 NOV	
David Hallmark	Hon
Shawn Mardis	Kaw
Dirk Williams	Hon
Jay Cox	Kaw
James Proctor	Hon
50 STK FUTURE PRO	
Landon Rector	KTM
Bryan Burnett	KTM
Marshall Smith	KTM
Richard White	KTM
Josh Derryberry	KTM
60	
Johnathan Kerr	Kaw
Brad Wolfe	Kaw
Chad McNeill	Kaw
James Pine	Kaw
Adam Reson	Kaw
30+	
Chris Pritchett	Kaw
Todd Watson	Hon
David Chandler	Kaw
Glen Walker	Yam
Blake Wingo	Kaw
38+	
Ray Arnold	Hon
Ron Gorden	Hon
Steve Hickson	Kaw
Martin Brazil	Suz
Stuart Johnston	KTM
80 OPEN	
Mark Thompson	Hon
Dusty Fountain	Kaw
Robby Shinn	Hon
Patrick Wright	Yam
Joe Morris	Kaw
250 OPEN	
Ryan Wallace	Kaw
John Dragna	Kaw
Bobby Williams	Hon
Ben Sorenson Sr.	Kaw
50 MOD FUTURE PRO	
Landon Rector	KTM
Bryan Burnett	KTM
Ian Storm	KTM
Richard White	KTM
Taylor Hart	Yam
80 JR (7-11)	
Jonathan Kerr	Hon
Brad Wolfe	Kaw
Chad McNeill	Kaw
Jerrod Nieman	Kaw
James Pino	Kaw
25+	
Glen Walker	Yam
James Skinner	Suz
Stephen Lee	Yam
John Dragna	Kaw
Jimmy Wilson	Hon
80 SR	
Dusty Fountain	Kaw
Mark Thompson	Hon
Bobby Shinn	Hon
Derek McKenzie	Suz
Keith Hays	Yam
125 BEG	
Mark Herrin	Yam
Chad Fife	Kaw
Ryan Murphy	Hon
Jordan Blake	Suz
Jason Digger	Kaw
125 NOV	
Brian Walker	Kaw
Danny Looper	Hon
Mike Milliron	Suz
Adam Powers	Hon
Kelly Cassels	Kaw
80 BEG (12-16)	
Gary Russell	Hon
Steven Barreras	Hon
Ray Mahar III	Kaw
Brent Murphy	Suz
Jason Long	Kaw
250 BEG	
Terry Cunningham	Hon
Bubba Wade	Yam
Barry Goetz	Kaw
Scott Ruark	Hon
Andy Hickson	Kaw
COMB INT	
Ryan Wallace	Kaw
Sparky Newland	Suz
Chris Piccola	Hon
Todd Watson	Hon
Kris Stevenson	Kaw
COMB EX	
Charley Bogard	Suz
Clay Hoenshell	KTM
Nick Pounds	Kaw
Zack Simpkins	Kaw
Chad Plumlee	Suz

Motocross Challenger Raceway Jacksonville, PA Aug. 18

126-OPEN A	
Tony Waugaman	Suz
John Natalie Jr.	Suz
251-OPEN B/C	
Robert Ellison	Hon
Mike Catanzaro	Kaw
John Miller	Hon
66-85 (7-11)	
Gene Stull	Suz
Jimmy Chappell	Suz
Adam Musgrove	Kaw

Jacob Brink	Suz
James Singer	Hon
66-85 (12-13)	
James Blair III	Suz
Paul Kissig	Suz
Louis Orris	Yam
Jason Berger	Suz
Brandon Rhodes	Yam
66-85 (14-15)	
Ryan Holliday	Suz
Michael Casoli	Suz
WMN	
Kathleen Schnider	Suz
106-125 C	
Larry Taylor	Hon
William Hemmetty	Suz
Jeremy Sigmund	Suz
Mike Baldinger	Hon
Tom Falt	Yam
CLGBY	
Harley McCracken	Suz
Ryan Gales	Suz
Brad Astalos	Suz
Kevin Hafer	Suz
Michael Bobroski	Suz
85 (7-15)	
Gebe Stull	Suz
James Blair III	Suz
Jimmy Chappell	Suz
Brad Stevens	Suz
Adam Musgrove	Kaw
125 (12-15)	
Daniel Pastor	Hon
Reed Hinzenberg	Hon
Dominic Simicrop	Suz
0-65 (7-11)	
Broc Fallas	Kaw
Josh Campbell	Kaw
Joshua Donnell	Kaw
Zack Lowery	Kaw
Robert Rees	Kaw
0-51 (4-6)	
Samantha Farr	Hon
0-51 (7-8)	
Levi Taylor	Hon
Jeff Muller	Hon
P/W 50 (4-8)	
John Myers	Suz
Bryan Bachman	Hon
Christopher Guter	Yam
Kevin Whitlock	Yam
106-125 A	
Tony Waugaman	Suz
John Natalie Jr.	Kaw
Shane Lawson	Kaw
106-125 B	
Ryan Gales	Suz
Douglas Stofko	Suz
Craig Maurer	Kaw
Bradley Astalos	Suz
Jeff Nelson	Suz
30+ A	
David Bachman	Hon
30+ B	
Jeff Bellner	Yam
Chris Kriebel	Hon
Michael Sigmund	Hon
Jay Richardson	Kaw
Keith Glen	Suz
126-250 C	
John Lanendorfer	Suz
John Decker	Hon
Kevin Stewart	Kaw
Neal Hart	Suz
Don Schmoke	Suz
126-250 B	
Harley McCracken	Suz
Douglas Stofko	Suz
Tom Sokol	Suz
Kevin Hafer	Suz
Doug Rose	Suz
25+	
Richard Guter	Hon
40+	
Henry Hauenstein	Kaw
John Miller	Hon

Motocross NESC Central Village, CT Aug. 18

85 C	
Peter Katasoules	Hon
Nichols McMillan	Yam
Michael Mastalero	Kaw
Matt Vincent	Kaw
Joseph Celanere	Yam
85 B	
Eric Smith	Hon
Dan Livernoche	Hon
Jeremy Musa	Kaw
Mitchell Giambattista	Kaw
Luke Soroka	Kaw
85 A	
Paul Veracka	Kaw
Matt Francis	Kaw
Chris Tuttle	Kaw
Carl Decotis	Hon
Derek Wheatley	Suz
125 C	
Mark Doody	Hon
Joshua DeCarlo	Yam
James Courmoyer	Kaw
Mark Sypher	Hon
Daniel Cady	Kaw
125 B	
Kevin Komosa	Suz
Jay Palmer	Suz
Mike McInerney	Suz
Andy Ballou	Kaw
Adrian Sardinha	Suz
125 A	
Derek Sallsbury	Kaw
Dan Pepoon	Suz
Joshua Winchell	Hon
Andy Neureuther	Suz
Mark Kuchy	Suz
125 B	
Gene Stull	Hon
Joshua Winchell	Hon
Steve Harris	Kaw

Scot Deledda	Hon
Jay Palmer	Suz
Jeff Doane	Suz
200 B	
Andrew Wilch	Hon
Mark Cokely	Yam
Carl Binner	Yam
Darren Wilder	Suz
Joe Ragaglia	Hon
OPEN B	
Mike Rae	Hon
John Brunelle	Hon
Mike Rae	Suz
Joe Ragaglia	Hon
Charles Hathaway	Suz
125 C	
Charles Goldy	Suz
Scott Kendall	Kaw
Ken Miller	Yam
Ethan Conley	Suz
Mike Wielandt	Suz
200 C	
Richard Filley	Yam
Neal Strojny	Hon
Quentin Mackin	Kaw
Scott Clinton	Hon
Tom Audet	Yam
OPEN C	
Richard Filley	Yam
Scott Clinton	Hon
Paul Kissig	Hon
Neal Strojny	Hon
Chris Periere	Yam
Paul McKean	Hon
125 A	
Scott Carter	Hon
Richard Rogers	Hon
Keith Johnson	Kaw
Pat Barton	Suz
Mike Treadwell	Suz
200 A	
Scott Carter	Hon
Keith Johnson	Kaw
Pat Barton	Suz
Mike Treadwell	Suz
Austin Squires	Suz
OPEN A	
Erik Robie	Yam
Vincent Deledda	Hon
Tom Violette	Kaw
Matt Tremblay	Hon
Matt Charron	Suz
40+	
Robert Piche	Hon
John Delgross	Suz
Henry Komosa	Suz
Jack Weaver	Suz
Ron Vincent	Yam
40+ NON-EX	
Joe Machon	Hon
Russ Clark	Hon
125 NOV	
Bryan Picirelli	Hon
Michael Milliron	Suz
Brian Walker	Kaw
Danny Looper	Hon
Shane Merkel	Kaw
COMB INT	
Ryan Petty	Hon
Ryan Wallace	Kaw
Shawn Smith	Hon
Boy-Boy Scheel	Suz
Douglas Hall	Yam
EX	
Brad Woolsey	Kaw
Charley Bogard	Suz
Zack Simpkins	Kaw
Chris Pritchett	Kaw
Allen Reed	KTM

Road Racing Las Vegas, NV Aug. 28-29

U/L	
Harold Winkles	Hon
A.J. Amman	Suz
Greg Perry	Kaw
John Jewett	Hon
Mike Kelly	Hon
H/W S/SPRT EX	
A.J. Amman	Suz
Jason Catching	Kaw
Dennis Burke	Suz
Greg Perry	Kaw
James Romer	Hon
H/W S/SPRT AM	
Francis Bizzaro	Hon
Kevin Mackie	Suz
William Bush	Suz
Dennis Castillo	Suz
Dennis Burk	Suz
M/W S/SPRT EX	
Harold Winkles	Hon
Roger Heemsbergen	Hon
John Jewett	Hon
Mark Ledesma	Hon
James Cox	Yam
M/W S/SPRT AM	
Francis Bizzaro	Hon
Cass Morgan	Hon
Mike Berger	Hon
William Gates	Hon
Rex Walter	Hon
Michael Martinez	Hon
L/W S/SPRT EX	
Stephen Peters	Yam
Leonard Kirschner	Yam
Jeff Leonard	Yam
L/W S/SPRT AM	
Scott Welch	Kaw
Charles Coyle	Kaw
Roger Coyle	Kaw
Shaun Ohman	Hon
U/L S/BK	
Steve Teschke	Hon
Dale Kieffer	Hus
Dax Snow	Suz
David Roy	Suz
John Hilton	Hon
H/W S/BK EX	
John Hilton	Hon
A.J. Amman	Suz
Jason Catching	Kaw
James Cox	Yam

James Romero	Hon
H/W S/BK AM	
William Bush	Suz
Mike Berger	Hon
Kevin Mackie	Suz
Joseph Castillo	Suz
Miles Smith	Hon
M/W S/BK EX	
Steve Teschke	Hon
Roger Heemsbergen	Hon
Mark Ledesma	Hon
Chris Greve	Hon
Michael Noschese	Hon
M/W S/BK AM	
Francis Bizzaro	Hon
Mike Berger	Hon
Cass Morgan	Hon
Rex Walter	Hon
William Gates	Hon
L/W S/BK EX	
Jeff Leonard	Yam
Joseph Shelton	Yam
William Munn	Suz
Troy Galloway	Hon
Leonard Kirschner	Yam
L/W S/BK AM	
Gerald Reeves	Kaw
Scott Hickey	Kaw
Roger Coyle	Suz
Steven Hosie	Suz
Charles Coyle	Kaw
Shaun Ohman	Hon
U/L GP	
Dale Kieffer	Suz
Steve Teschke	Hon
Dax Snow	Suz
John Hilton	Hon
Harold Winkles	Hon
M/W GP EX	
Roger Heemsbergen	Hon
Michael Noschese	Kaw
John Jewett	Hon
Chris Greve	Hon
James Romer	Hon
M/W GP AM	
Rex Walter	Hon
Cass Morgan	Hon
Andrew Bingham	Yam
Jason Mathew	Hon
Jared Kapoor	Hon
L/W GP	
Jeff Leonard	Yam
Michael Noschese	Kaw
Steve Nottingham	Yam
Troy Galloway	Yam
Jeff Walker	Yam
L/W GP AM	
Kevin McLeod	Hon
Scott Welch	Kaw
Keith Miller	Hon
Charles Coyle	Kaw
Samuel Coopes II	Suz
125 GP	
Johanna Marshall	Hon
US TW SPTS	
Stephen Vlasblom	HD
H/W S/TW	
Tom Hull	Duc
Robert Gonzales	Duc
H/W S/TW AM	
Mark Lessac	Hon
Travis Short	Duc
Ken Martinez	Duc
Justin Lund	Kaw
Roger Coyle	Kaw
L/W S/TW EX	
William Munn	Suz
Ed Abdo	Hon
Robert Gonzales	Duc
Justin Lund	Hon
Keith Miller	Hon
Shaun Ohman	Hon
Steven Hosie	Suz
SPTS MN EX	
William Munn	Suz
SPTS MN AM	
Jeff Kittle	Hon
Danny Keel	Hon
OPEN S/SPRT	
Edgar Longenecker	Suz
Brian Montreuil	Suz
Simon Field	Hon
Jeff Robinette	Suz
OPEN VINT	
James Stacy	Hon
Jon Lacey	Hon
Phillip Sharpe	Suz
YSR GP	
Peter Nielson	Yam
Tyler Sandell	Yam
Jeff Kittle	Yam

250 VINT	
Tim Fowler	Hon
John Bundy	Hon
Simon-Pierre Smith	Hon
450 S/BK	
Mike Wassmiller	Yam
Jon Munn	Hon
Allen Goans	Yam
Ernie Puryear	Yam
David Moss	Hon
450 S/SPRT	
Ernie Puryear	Yam
Alan Goans	Yam
Kurt Husted	Yam
David Moss	Yam
600 S/BK	
Alan Schwen	Yam
Eric Seward	Kaw
Brad Huhta	Hon
Alan Dye	Yam
Phillip Carey	Hon
Kurt Blanchard	Yam
600 S/SPRT	
Eric Seward	Kaw
Alan Schwen	Yam
Alan Dye	Hon
Brad Huhta	Hon
Richard Marsh	Hon
650 GP TW	
Mike Wassmiller	Kaw
Tyler Sandell	Kaw
Briggs Willoughby	Hon
Jon Munn	Hon
Tim Coughlin	H-D
750 S/BK	
Wade Boyd	Kaw
750 S/SPRT	
Chris Townsend	Kaw
Eric Seward	Suz
Phillip Carey	Suz
Brian Montreuil	Suz
BEARS	
Samuel Stoney	BMW
Tim Coughlin	H-D
Roland Waters	Duc
James Stacy	BMW
F-2	
Bruce Lind	Yam
Dave Sjoblom	Yam
Eric Seward	Kaw
Richard Marsh	Hon
Phillip Carey	Hon
F-3	
Tim Fowler	Hon
F-U/L	
Bruce Lind	Yam
Dave Sjoblom	Yam
Jeff Robinette	Suz
Kory Gill	Hon
G5500	
Eric Seward	Suz
Jonathan Stuart	Suz
L/W S/BK	
Joshua Cress	Hon
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Peter Nielson	Yam
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Mark Fitzgerald	Hon
Wilfrid Hufon III	Hon
Doug Ferguson	Hon
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Jason Perry	Hon
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Kevin Dewey	Hon
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Scott Currie	Hon
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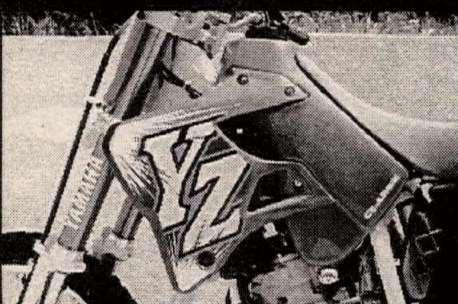
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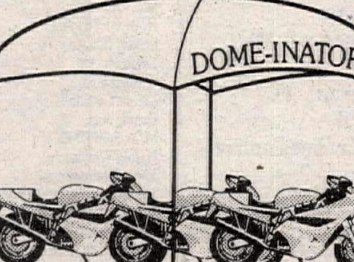
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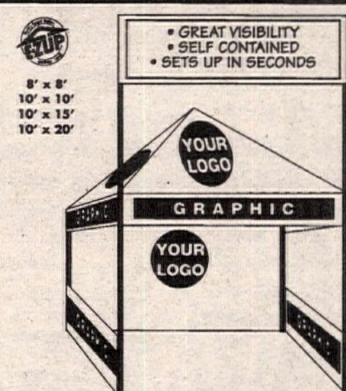
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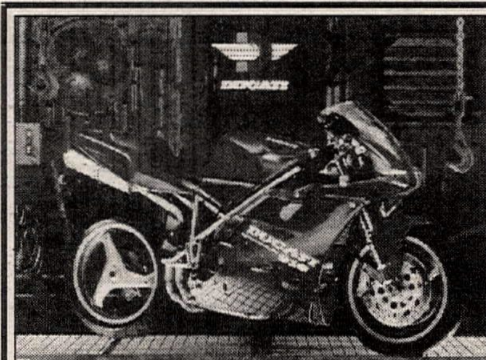
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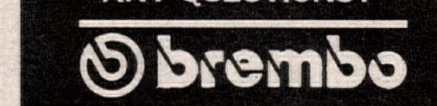
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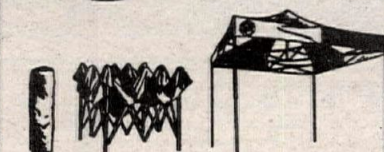
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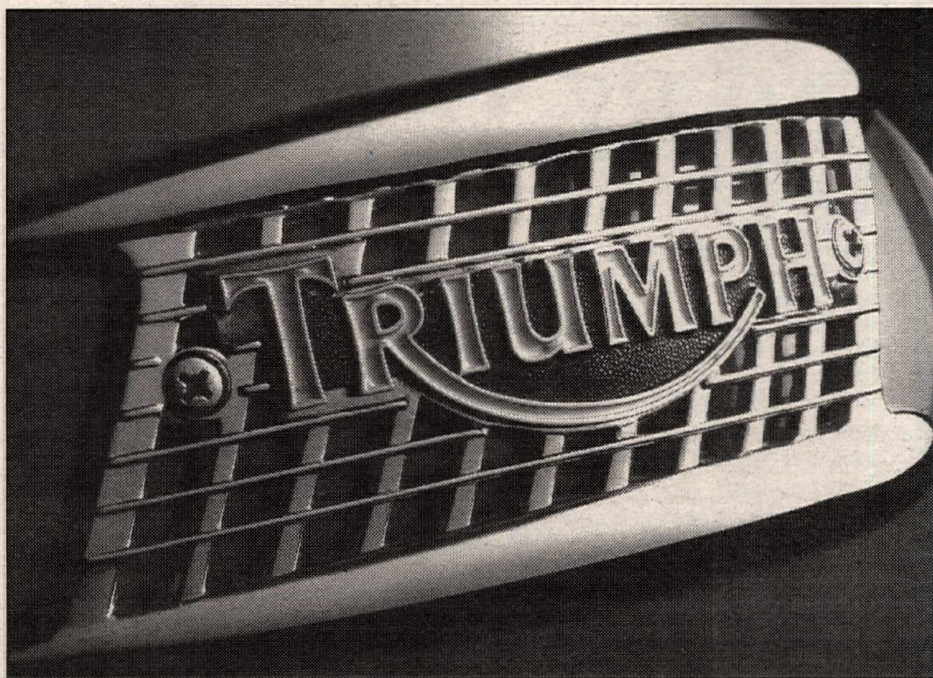
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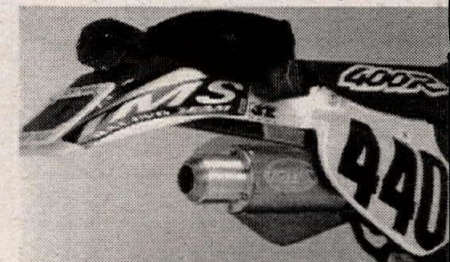
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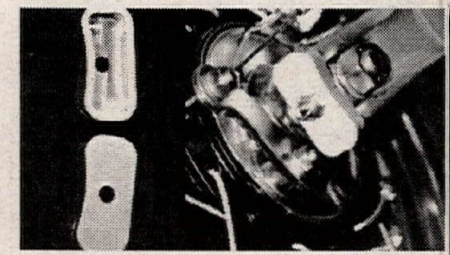


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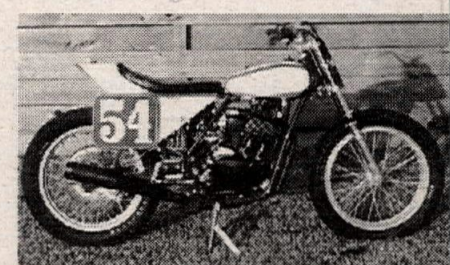
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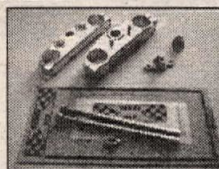
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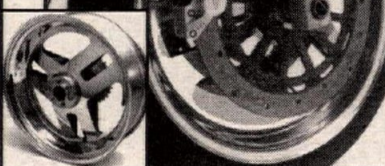
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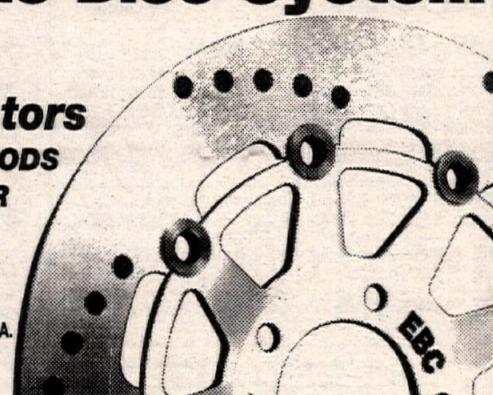
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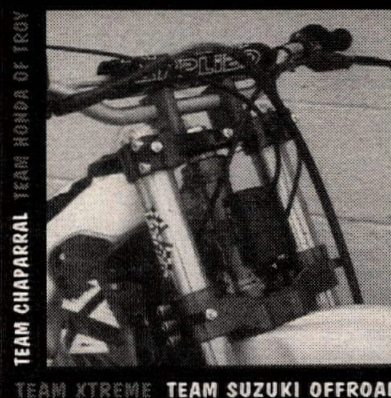
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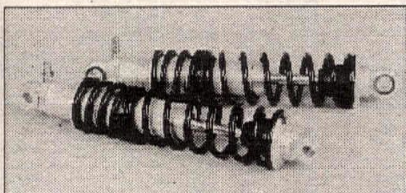
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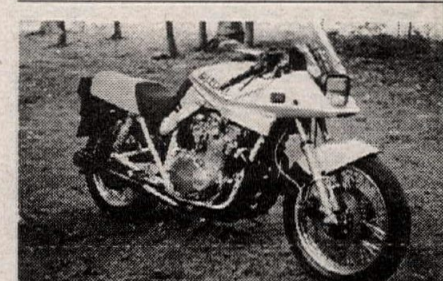
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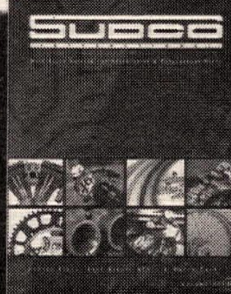
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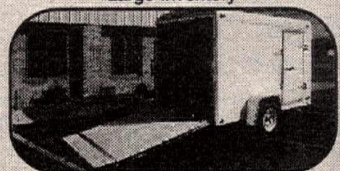
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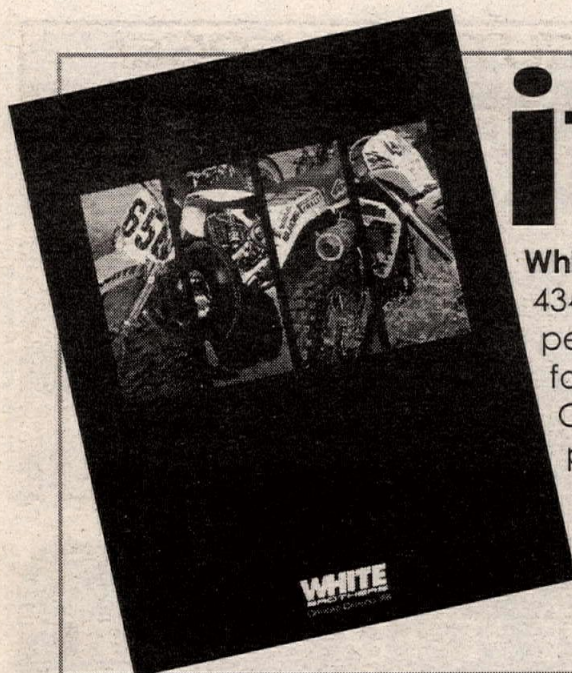
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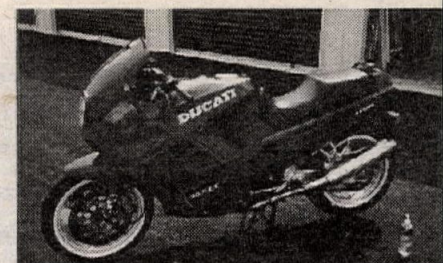
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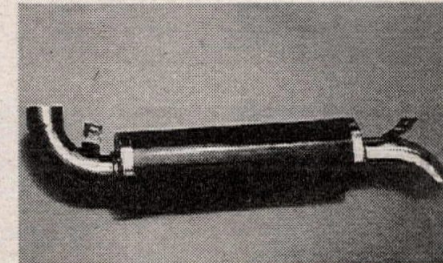


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INSIDE THE TEXAS TORNADO

By Colin Edwards II



Hello again, *Cycle News* readers. I haven't had a lot of excitement lately, so this is going to be a little different than my normal column. This one will talk about my likes, dislikes and other things that you guys don't know about me and racers in general.

First of all I'll tell you about my last few races. I had a good weekend in Sentul, Indonesia, finishing fourth and fifth in the two races. Even cooler was the fact that I had pole position for the first time in two years. I was over three and a half mph faster down the front straight in the second race after my guys played with a different exhaust. I rode my butt off and at the end of the day I was happy.

Sugo, Japan, on the other hand, was not so nice to me and that's why I'm laid up with a broken collarbone. In the second qualifying session I was going good on a 20-lap race tire, so I pulled in for a qualifying tire. That's when the trouble started. I scrubbed it in out of the pits and started a hot lap. Turn four is a 180-degree hairpin left that doesn't normally present a problem. This time the tire let go and it was beginning to look like a giant high-side, but when the tire hooked up it spit me off the low side instead. A plate and seven screws was the answer to a snapped collarbone. I'll be ready for Albacete, so don't you worry.

Now for the things I don't like: *collarbones*; rude people; people with big heads; people who joke at the expense of others, especially when that person is present and humiliated; Ducatis, although I do admire the progress that the factory has made with its window of opportunity. And I don't like Wayne Rainey's quotes about American riders racing in the States. I'm not slagging Wayne, but I think you'll agree that it doesn't look too good when he says that nobody here has what it takes.

Well, to all you racers reading this, here's a little hint: Wayne said the same thing about me when I was at Vance & Hines and I hated him for it. Even though I rode 100s with him at Kenny

Roberts' ranch and knew him well enough to call him a friend, it didn't set too well with me. I took the anger of the bad press he gave me and turned it into three wins, pole positions and lap records. That's the other side of the story. Are you catching on?

Wayne's secret plan is exposed. He says these things because he wants you to be pissed off and give that extra 10 percent. This game of road racing is 100 percent mental and 10 percent physical - hence 110 percent and that's what Wayne wants from each and every one of us.

I also don't like the fact that in the United States it's almost impossible to get outside sponsorship. Chesterfield loves Max Biaggi; Repsol wants to stick with Alex Criville, and Marlboro, on the other hand, wants to stick with Kenny Roberts Sr. no matter what. What do we have in the States? Smokin' Joe's wants Honda. That's it.

The United States simply isn't interested in road racing. The Harley and Gold Wing riders may be motorcycle enthusiasts, but hard-core race fans they are not. For those of you who are serious fans, please don't take that to heart. But we need all of you and all of your friends to come to every race so the sport can grow. This is the only way our young talent will get outside-the-industry sponsorship.

Now for some things that I like: my girlfriend Alyssia, naturally; the trust and friendship I have in my manager, who also happens to be my father; chocolate-covered cheesecake; my dogs; wakeboarding; snowboarding and anything with an engine in it. I also love TV. In fact, I might go crazy without Home Improvement, Dream On, The X-Files and Seinfeld after a long day.

I do believe that the thing I like most is serious race fans. I view myself as the same as anyone else in this world - I just happen to have the talent to race motorcycles. Don't get me wrong, I've worked my butt off to get where I am and I'll continue to do so until the game of life is over. I like the fans because we are all the same, and

I've been able to stay in touch with a lot of them along the way. Fans want to talk to racers, to get to know who they are - not just how they are portrayed as in the press. An example comes to mind: Everyone always asked me if Woody Harrelson was really stupid like his character he played in the TV show Cheers. He's not. He's just a normal guy like you and me. For those of you who don't remember, Woody sponsored Southwest Motorsports when we won the AMA 250cc Grand Prix Championship.

Speaking of 250s, Kenny Roberts Jr. comes to mind. I'm so happy for him because his 500cc GP career is really coming together. I know what all of you were saying to yourselves when Kenny got the ride because I was saying the same things. Now you have to admit that he deserves the ride as much as anyone. Opportunity is the key word here and he was really given a good one. There are a handful of riders I could name who, given the same opportunity, could learn to ride a 500.

One more thing to those young racers who may be reading this: You can no longer ride on heart alone, something that used to be possible. You have to communicate with your team. You have to go into a race knowing that you have the best bike and the best tires. More importantly, you have to know that you are the best and that no one is going to beat you on that day. This may sound strange, but everyone says the same thing on race day: "I'm going to give it my best and try to win this race."

Well, what is *try*? Try is doubt! If you doubt you can win, you're not going to. Now read that quote again without the words "try to." Now that's commitment. The more you commit, the more you will realize that you're the best. That's the whole reason we are racing - to be the best.

Some of you may believe we are doing this for the money. Well, for the risks we take it doesn't pay squat compared to the \$10 or 20 million they pay guys to throw a ball through a

hoop. Ask any of those ball players if they'd take a huge pay cut to race around at 180 mph on two wheels for a living.

My purpose in writing this article was for you to get to know what makes me tick. I have no problem telling you about my personal life and my thoughts because I believe you want to know.

And for those of you who want to know the real truth about Anthony Gobert and Aaron Slight, read on. The truth is, no fists were ever thrown - despite what you may have read elsewhere. Gobert was drunk and Aaron was drinking a cup of tea. And it was Kirk McCarthy who actually pissed in Neil Hodgson's helmet - the thing that really got the ball rolling. Nobody ever pissed in Aaron's helmet, although that was reported in another magazine.

Gobert did throw pastries at Slight's motorhome and that's what got them started. What you don't know is that Gobert and Slight had an incident at Sugo back in 1994. Aaron was leading the World Championship at the time and he was slammed in one of the final corners by Gobert, who ended up beating Slight. The twist is that they were both riding for Honda with Gobert only doing a few races while Slight was doing the whole championship. Aaron was pissed off, to say the least, because he lost a few valuable points to another rider who he felt was a little out of control. Gobert, out of control? No way!!

You can make what you want of the whole incident. But what you don't know is that later that same night Hodgson pissed in Gobert's helmet. In case you haven't realized it yet, Gobert doesn't have many friends in the World Superbike paddock.

Well, it's time to close and go to sleep. I'll write again soon. Remember to be the best - believe it, smell it and feel it or do something else. Be safe and be happy. Peace.

LOOKING BACK...

25 YEARS AGO...

OCTOBER 5, 1971

At the 46th running of the International Six Days Trials the U.S. World Trophy Team showed the world they were for real by securing a fourth-place finish tied with Holland. Czechoslovakia took first, followed by West Germany and East Germany...Tom Rockwood was the winner of the Ascot National Half Mile held in Gardena, California. John Hatley got second and Jody Nicholas finished third. Kenny Roberts won the 14-lap Junior Final...Gustav

Rahier won the 500cc International class on a CZ at the Trans-AMA Motocross held in Boise, Idaho. Torleif Hansen finished second on a Husqvarna and John Banks took third on a CZ. Tim Hart won the 250 Support class on a Maico.

15 YEARS AGO...

SEPTEMBER 30, 1981

Garth Brow won the tumultuous San Jose Mile, riding the factory Harley of Jay Springsteen, who was out sick. Hank Scott and Mike Kidd got second and third, respectively... The American team of Danny LaPorte, Johnny O'Mara, Donnie Hansen, and Chuck Sun backed up their Trophy des Nations (250cc) win in Belgium a week earlier by winning the

Motocross des Nations (500cc) in Germany. Great Britain finished second and Belgium took third...Husqvarna's Terry Cunningham celebrated his 23rd birthday in style by winning the Black

Coal AMA National Enduro in Lynnvill, Indiana. Cunningham's team captain and defending National Enduro Champion Dick Burleson finished second, and KTM's Darryl Kuenzer earned third place.

5 YEARS AGO...

OCTOBER 2, 1991

The American Team of Mike Kiedrowski (125cc), Damon Bradshaw (250cc), and Jeff Stanton (500cc) won the Dutch Motocross des Nations, making it eleven in a row for the United States. Belgium finished second and Holland took third...Fast by Ferracci's Doug Polen and Ducati's Raymond Roche split wins at round 10 of the World

Superbike Series in Hockenheim, Germany...Denmark smashed its opposition in the World Team Cup speedway finals at home in Vojens, Denmark. Sweden finished second and the defending champion American team of Sam Ermolenko, Billy Hamill, Greg Hancock, Rick Miller, and Ronnie Corey finished third.





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